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is an excellent phrase sometimes. But how false it is when your eyes are affected.

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號九十月四英港香

SATURDAY

APRIL

19, 1924

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FIRE ON P. & O. STEAMER.

OUTBREAK AT SHANGHAI.

Cotton Cargo Ruined.

Shanghai, April 18. Fire broke out yesterday morning aboard the P. & O. steamer Mirzapore in No. 3 hold, which was loaded with 3,500 bales of cotton for Japan.

The outbreak was confined to the hold, which it was found necessary to flood. The Shanghai cargo was not damaged. *Reuter.*

CHESS CHAMPIONSHIP.

The Final Placings.

New York, April 19. In the final round of the Chess Championship Doctor Lasker, Reti, Maroczy and Capablanca beat Marshall, Janowski, Yates and Boguljubow respectively. Alekhine drew with Tartakower. At the conclusion of the Chess Tournament the competitors were placed in the following order:—

Doctor Lasker (Germany) sixteen points; won 13, lost 1, drew 6.

Capablanca (Cuba), fourteen and a half points; won 10, lost 1, drew 9.

Alekhine (Russia) twelve points; won 6, lost 2, drew 12.

Marshall (United States) eleven points; won 6, lost 4, drew 10.

Reti (Austria) ten and a half points; won 9, lost 8, drew 3.

Maroczy (Hungary) ten points; won 6, lost 4, drew 8.

Boguljubow (Russia) nine and a half points; won 8, lost 9, drew 3.

Tartakower (Russia) eight points; won 4, lost 8, drew 8.

Yates (England) seven points; won 5, lost 11, drew 4.

Edward Lasker (United States) six and a half points; won 2, lost 9, drew 9.

Janowski (United States) five points; won 3, lost 13, drew 4.

The first five win prizes. *Reuter's American Service.*

AMERICAS' IMMIGRATION QUOTA.

A Reduction to One Per Cent.

Washington, April 18. The Senate has adopted the 1890 census as the quota basis under the Immigration Bill, the quota being two per cent. of the nationals then resident in the United States. *Reuter's American Service.*

Washington, April 18. The Senate has passed a resolution by 53 to 25 to reduce the quotas of the Immigration Bill to one per cent. Several senators explained they did so because they expected the census of 1910 would be adopted as the basis, saying the two per cent. quota could be restored if the census of 1890 be adopted. *Reuter's American Service.*

YANGTSE EXPLORATION.

New Russian Expedition.

Moscow, April 18. A new expedition to the upper part of the Yangtse-Kiang and dead town of Charachoto, under the leadership of the famous traveller Kosloff, is to start in the second half of this year. *Reuter.*

U.S. AND THE WORLD COURT.

Washington, April 18.

Following the receipt of requests from the Chambers of Commerce, and various Church and women's organizations, the Senate foreign relations committee has ordered an early hearing by a sub-committee of the proposal that the United States should participate in the World Court at the Hague. *Reuter's American Service.*

RECENT OUTRAGE.

AFTER 30 YEARS.

POPULAR CHIEF ENGINEER LEAVES ON RETIREMENT.

Amongst the passengers who leave to-day by the P. and O. liner China is Mr. William Gow, chief engineer of the Indo China S. N. Company's Hsingang, who is going home on retirement after having served the Company for exactly thirty years. It was in April, 1894, that Mr. Gow joined the Company as third engineer, and he has been chief engineer since 1901. Probably in his thirty years' service he has been in fewer ships than any other engineer employed by the Company—seven in all. For about ten years, Mr. Gow was on the Manila run on the old s.s. Yuensang, and here as well as on other runs he became a well-known and popular figure to those travelling in Eastern waters. It is interesting to note that during the Japanese-Chinese



War, Mr. Gow was serving on the s.s. Yick Sang, which was captured by the Japanese at Taku Bar and taken to Port Arthur. During the Great War, Mr. Gow served in Mesopotamia on the s.s. Hsingang for two years, this vessel being one of the best cargo carriers employed on the service between Bombay and Basra, owing to her light draught, which enabled her easily to cross the bar. For his services, Mr. Gow received the Victoria and Meritorious Marine medals. It is interesting to record, also, that Mr. Gow had the honour of making and opening the first golf course in Handakan—a five-hole course almost in the jungle, his bag of clubs being the first used in connection with the introduction of the game to this locality. On his last trip to Sandakan, Mr. Gow, who is very popular there, was given a complimentary dinner by the British community.

Mr. Gow is to join his wife and daughter in Glasgow, where the latter have resided for many years. Mrs. Gow having at one time been a resident in the Colony for some considerable time. A son of Mr. Gow, it may be mentioned, recently joined the Indo China S. N. Company as third officer on the s.s. Chunsang. Previous to his departure, Mr. Gow was entertained on board the s.s. Hsingang and presented with a silver tea service from the officers and engineers of the ship.

The numerous friends of Mr. Gow, both in the Colony and elsewhere in the East will wish him very many years of happiness in the Old Country. A keen golfer, being a member of the Kowloon Bowling Green Club, he will no doubt find ample opportunity to indulge his favourite sport in the Homeland. A man of sterling character, he will be greatly missed by his numerous friends, who wish for him a future of deserved rest and happiness.

CHINESE MINISTER'S PROMISE.

Peking, April 18.

At an interview which the British Minister had this afternoon with Dr. Wellington Koo, on the latter's recovery from his recent illness, Dr. Koo gave Sir Ronald Macleay an assurance that Mr. Bessol's assailants would be retried in the presence of the British Assessor. *Reuter.*

NEW KOWLOON GOLF COURSE.

GENERAL DESCRIPTION OF THE SITE.

The Provisional Lay-Out Explained.

As first announced in the *Hongkong Telegraph*, the Government has formally given its approval to the scheme aiming at the formation of a new golf course at the back of Kowloon City to replace the King's Park course, now undergoing extensive alterations for general recreation purposes. We are now able to state that, during the past week, representatives of the three Clubs sponsoring the new scheme—the

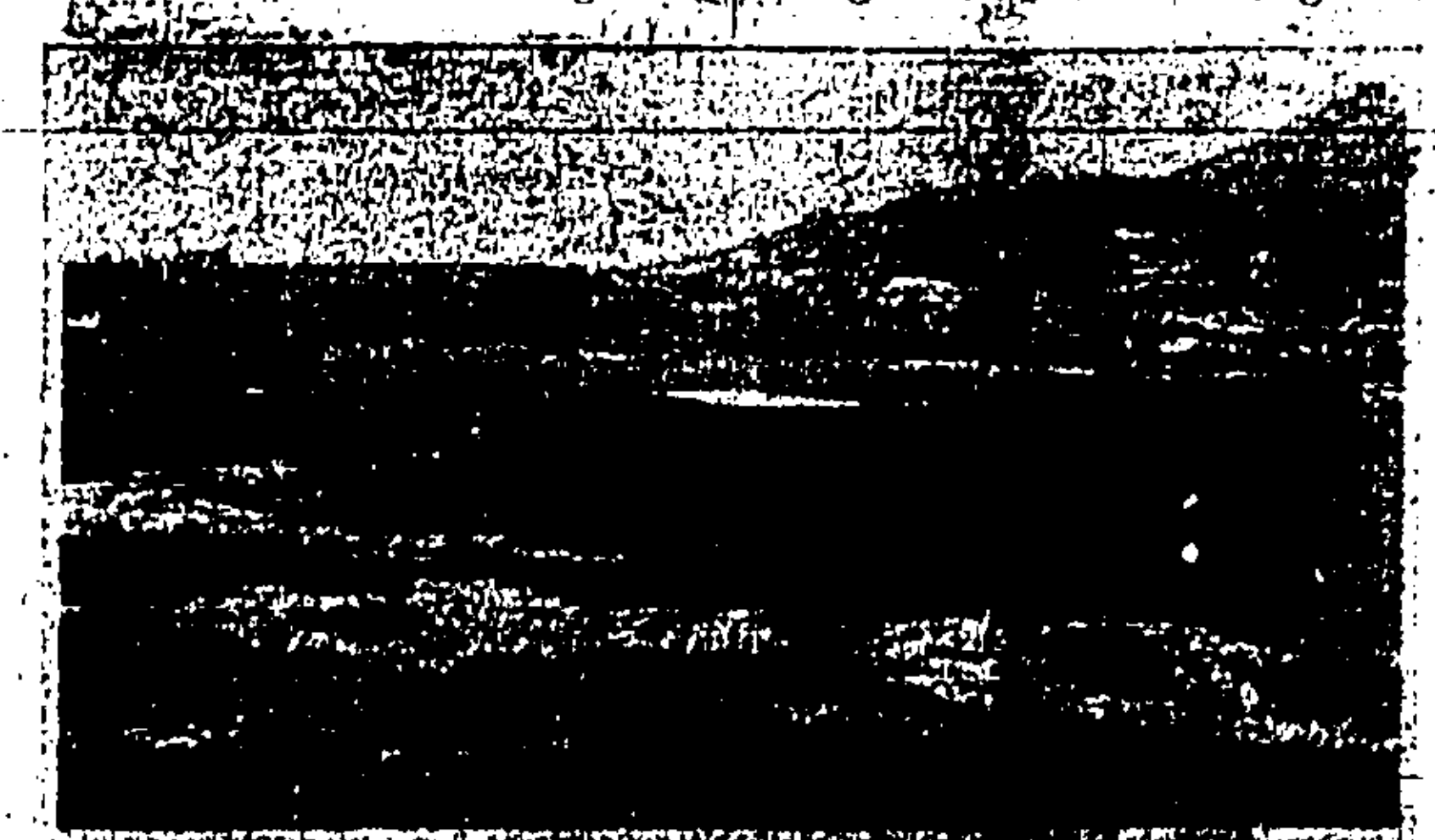
first of all past Kowloon City to the road which branches off to the left and leads to the Shatin Pass. Proceeding along this road one would reach "Tsang Foo Villa," at the front of which a footpath, wide enough for a ricksha to proceed along, takes one to within easy reach of the ground.

General Description of Ground.—The ground itself, which is known to the Military Authorities as "A" and "B" Ranges,



General view of the near end of the valley, showing location of 1st and 2nd holes.

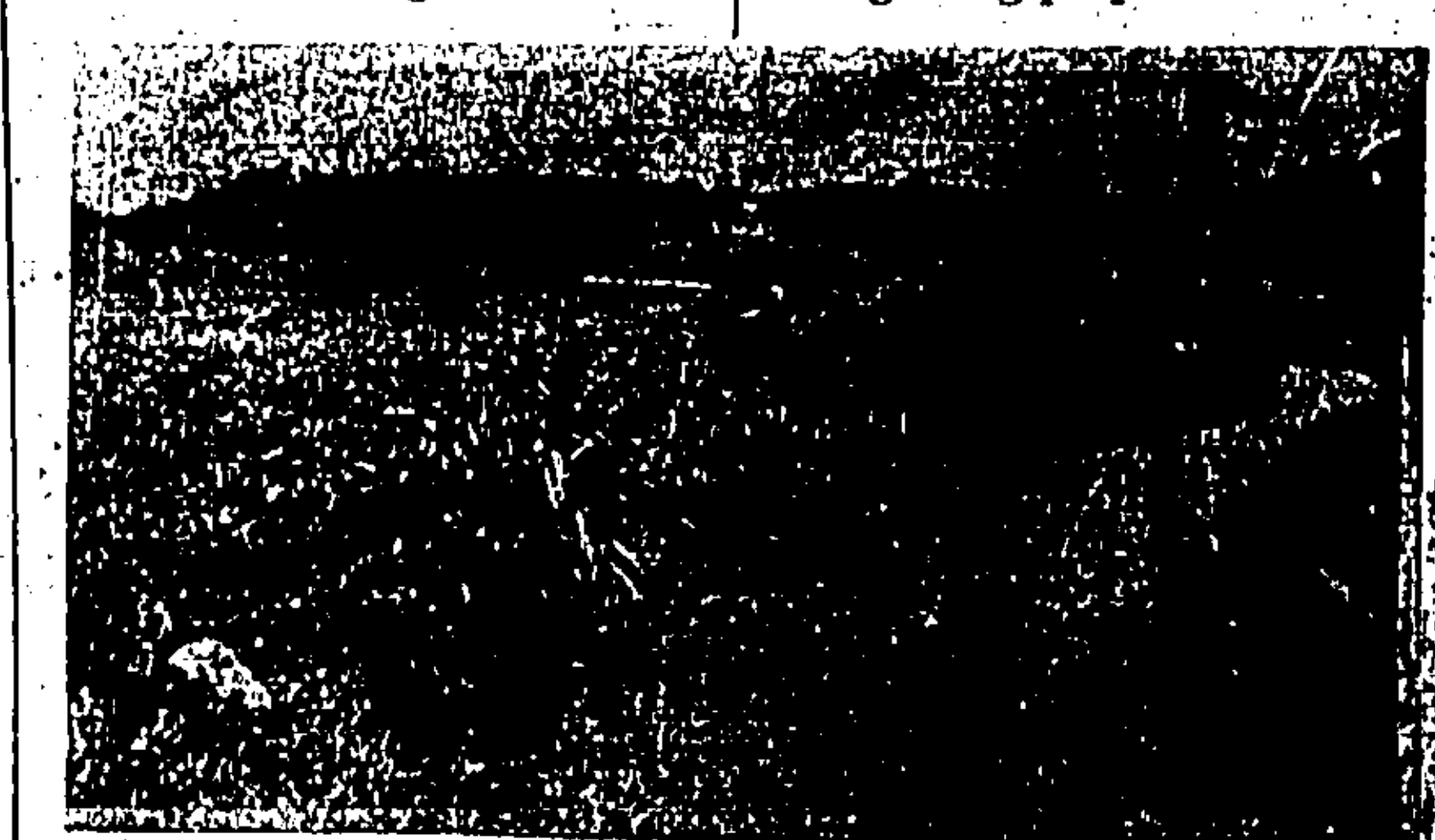
United Services Recreation Club, the Kowloon Bowling Green Club and the Kowloon Cricket Club—have been granted an interview with the Hon. Colonial Secretary at which intimation was given that the Government was prepared to grant the land asked for and also \$5,000 towards the cost of preparing the course, subject to certain formal requirements being complied with. It is, therefore, now assured that Kowloon golfers



View taken from No. 1 Tee on the hill which separates the two valleys.

will have this new course and the following facts regarding it will, doubtless, be read with much interest:—

Location.—The ground, which at present is used as a Rifle Range by the military Authorities, occupies a position to the North-west of Kowloon City, the Kowloon Hills being directly in the background. A nullah, which incidentally irrigates the paddy fields in the neighbourhood of



Picture of the burn, which forms the left boundary of the course.

of Kowloon City, forms the left boundary line for the Golf Course. Approach.—The above site is probably known to the majority of people, but in order to guide the general public it might be stated that starting from the Police Station at Kowloon City a ricksha journey of about ten minutes would bring one to the

PROGRESSIVE FIRM.

MACKINTOSH AND CO'S DIVIDEND.

At the eleventh annual meeting of the shareholders in Mackintosh & Co., Ltd. held on Thursday, a dividend of \$2.50 per share was declared for the year ending February 29th.

The Company has shown steady progress since its formation in 1913, and, with the recent addition of the Tailoring Department, it now ranks as one of the leading stores in the Colony, providing under one roof all the requirements of a man's wardrobe.

The two valleys are separated by a hill which occupies a central position on the course, and it is proposed to erect a Club House at the top of this, the position commanding an entire view of the whole of the ground and within easy reach of the main approach.

The general idea is to have the ground in a fit state for play at the earliest possible time, which, given favourable weather conditions, is reckoned to be a matter of six months. With this end in view, it may be better to give a short detailed description of the course, according to a provisional lay-out plan which we have seen.

1st Hole.—Length 358 yards, tee at top of hill beside Club House, distance from tee to level ground 180 yards. This hole constitutes a "dog's leg." A clump of trees and some swampy ground crosses the line of the green and occupies a position on the level ground at the edge of the hill.

2nd Hole.—Length 200 yards. This should require fairly accurate iron play as the nullah runs parallel with the fairway and branches off 20 yards behind the green.

3rd Hole.—Length 510 yards. This is the longest hole in the course. It is proposed to cut a tee on the side of the elevated ground, which lies at the south-east side of the valley. From the 2nd green this can be reached by crossing the burn and walking back a distance of 30 yards. Looking towards the hole there will be found about 100 yards of very rough ground, and a nullah to be crossed before reaching the fairway. The greater part of the latter is fairly level and free from difficulties, but noaring the green one finds many objectionable hollows, which will require a good deal of levelling. At this hole it is proposed to make clearances at varying distances, afterwards gradually extending the improvements.

4th Hole.—Length 250 yards. The tee for this is situated on the high ground to the extreme left-hand corner and near the butts of "A" range. The ground for 100 yards is of a rough nature and ends in a ridge which is an extension of the hill and completely hides the green just beyond this and on "B" valley.

5th Hole.—Length 300 yards. This hole runs the entire length of "B" valley and very little preparation is required here, although it might be stated that a wood and extremely rough ground bounds the fairway on the left, right up to the green.

6th Hole.—Length 110 yards. From a tee to the right of No. 5 green, requiring a pitch shot of a small green on the side of the hill.

7th Hole.—Length 300 yards. This is a "semi-blind" hole, and playing back into "A" valley, top right-hand corner, one would have to carry the ball in order to gain the fairway, which is a direct distance of 150 yards from the tee.

8th Hole.—Length 450 yards. This hole runs parallel to No. 3, but in an opposite direction, and on the other side of the valley. There would be few difficulties encountered until the green is finally reached at a position nearly 800 yards.

9th Hole.—Length 175 yards. The tee for this stands well to the right of the 8th hole, and the hole is reached by a direct approach.

PUBLIC GARAGES.

RENT \$25 PER MONTH.

The *Gazette* notifies that a Government garage of nine compartments near Magazine Gap, in the Peak District, will be available shortly for the use of residents in the district. Applications for renting a compartment should be made in writing to the Colonial Treasurer. The following rules will be enforced for the occupation of Government garages on the Peak:—

1. The rent for each compartment of a garage is \$25 a month, payable at the Colonial Treasury in advance on the first business day of each month. This rent includes heating, lighting and water.

2. All tenancies will be reckoned the first day of the month and no tenancy of less than one month will be recognised.

3. One month's notice from either side, to discontinue the tenancy must be given.

4. The tenant is responsible for all damage to the compartment occupied by him, or for any damage caused by him or his servants to any part of the garage.

5. The tenant is responsible for keeping the compartment occupied by him in a clean condition, and on vacating the premises will be charged the cost of cleaning and all damage other than fair wear and tear.

6. No persons other than the Government caretaker will be allowed to reside in a garage.

JAPAN AND FRANCE.

JAPANESE OFFICIAL INTERVIEWED.

The forthcoming visit of M. Merlin, Governor General of Indo China, to Japan is being looked forward to with great interest, particularly in view of recent reports of a closer rapprochement in Franco-Japanese relations regarding the Pacific and Chinese questions.

There arrived in Hongkong, on Thursday, Mr. Matsuoka, a delegate of the Japanese Foreign Office, who is passing through the Colony on his return to Japan from Indo-China, where he had been in conference with the Indo-Chinese Government with reference to details of the forthcoming visit of the Governor General.

Soon by a *Telegraph* representative, Mr. Matsuoka said that M. Merlin would be visiting Japan about the beginning of May, and consequently he (Mr. Matsuoka) was hastening back to Japan to acquaint the Japanese Government with the probable date of arrival, to enable arrangements in connection with the visit to be made. Mr. Matsuoka was not in the position to say what the exact nature of the visit was, but he understood that it would be in the nature of a friendly exchange of courtesies, helping towards a closer understanding of relations between the two countries.

According to Mr. Matsuoka, the Governor General will arrive in Hongkong on his way to Japan about the beginning of next month. He will probably arrive here in a French mail-boat and, after taking in Shanghai on the trip, will trans-ship to Japan, arriving at Yokohama where officials of the Foreign Office will be in waiting. M. Merlin will be received by the Emperor and Prince Regent at Tokyo.

CANAL TRAFFIC DECISION.

Antwerp, April 18.

After a conference, the Belgian and Dutch pilotage authorities have decided to allow ships drawing twenty-seven feet, instead of twenty-five feet as previously, to traverse the Scheldt by the Rilland channel.

SCOTTISH FOOTBALL.

London, April 17.

In the Scottish League, the Hibernians defeated Partick Thistle by three goals to one. *Reuter.*

AN EXCHANGE OF PRISONERS.

Barlin, April 18.

A message from Leipzig states that Darmont has been released in exchange for several German political prisoners held by the French. *Reuter.*

HEAVY GALES.

Montreal, April 18th.

Heavy gales have driven masses of ice ashore along the coast of Newfoundland, fraying and cutting the cables and resulting in considerable delay in Anglo-American cable communication. *Reuter.*

GREEK REPUBLICANS IN MAJORITY.

Athens, April 18.

The general result of the plebiscite on the future Greek political regime is 758,000 in favour of a Republic and 325,000 against it. *Reuter.*

MACLAREN AT CAIRO.

A Splendid Flight.

Cairo, April 18th. Squadron Leader MacLaren has arrived here. He landed at Heliopolis aerodrome, after a splendid flight, favoured by good conditions. *Reuter.*

MACLAREN AT CAIRO.

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EARLIER TELEGRAMS.

AMERICAN IMMIGRATION.

Tokyo, April 17.

Expressing regret at Congress's drastic action against Japan, Kiyoura, interviewed, said: "It seems to us that it has hardly been necessary in view of the fact that our whole history has shown us to be willing to be reasonable. We are willing to accept only a nominal privilege. If we have not made this clear in language of foreign use, we have at any rate shown it by a long record of actions of friendship, which may now be impaired but cannot be broken." He said that Japan did not dispute America's right to arrange her own immigration. She asked only for a further act of consideration in addition to several which America had shown before. He declared that Japan would never forget America's moral and financial support in the greatest crisis of her history, and her impressive sympathy at the time of her greatest disaster.

The Japanese should face the exclusion situation calmly and unresentfully, in accordance with their ideals, which prohibit blow for blow, stated Goto, in an interview. "Let us proceed with a clear conscience, regardless of the attitude of others, on our way towards national prosperity."

It is not believed that the action of Congress, which is diametrically opposite to American ideals as Japan understands them, really represents the people's will and sense of justice which, it is thought, will ultimately force Congress to reverse its decision.—*Reuter.*

Washington, April 17.

The Senate has voted down an amendment to the Immigration Bill prohibiting immigration for five years.—*Reuter.*

INDIAN POLITICS.

Simla, April 17.

The recent debate on India in the House of Commons is welcomed as clarifying the situation, and strengthening the hands of the Government of India. The politicians who hoped that the Labour-Liberal combination would succeed in carrying the amendment to Lord Curzon's motion to appoint a Commission, have been disappointed, and the Indian Press angrily declare that the Labour Government has missed an opportunity of getting a favourable verdict in the House of Commons on Lord Reading's Government.—*Reuter.*

CHINA TRADE MARKS LAW.

London, April 17.

At a meeting of the Far Eastern section of the London Chamber of Commerce, the Chairman, Mr. Frederick Anderson, referring to the controversy with regard to the new China Trade Marks Law, said that hitherto the Chinese had been deaf to all representations made to them, not in the interests of foreigners alone, but in the best interests of China herself.

The case was so simple that it was astonishing that any difficulties should have arisen, as nobody desired to do anything prejudicial to Chinese interests.—*Reuter.*

A LOCKOUT WITHDRAWN.

London, April 17.

The Shipbuilding Employers' Federation announce that in view of the general resumption of work by the Transport and General Workers' Union, the Southampton lockout notices are withdrawn, as regards members of that union in other districts. This is the first union involved in the lockout whose members have resumed work.—*Reuter.*

ANGLO-RUSSIAN CONFERENCE.

Moscow, April 17.

Disappointment is expressed at Mr. Macdonald's speech at the Anglo-Russian conference. The *Izvestia* says that under the cloak of a Sunday sermon appear hard demands by British bankers, the acceptance of which would change the whole Socialistic and Soviet system.—*Reuter.*

IN THE COMMONS.

London, April 17.

Mr. Snowden has decided to allow the McKenna duties to lapse, thus the 33 1/3% ad valorem duty on imported films, time-pieces, motor-cars, and musical instruments is dropped.

The Cabinet is likely to endorse the decision.—*Reuter.*

AROUND THE WORLD.

Athens, April 17.

MacLaren set out for Cairo this morning.—*Reuter.*

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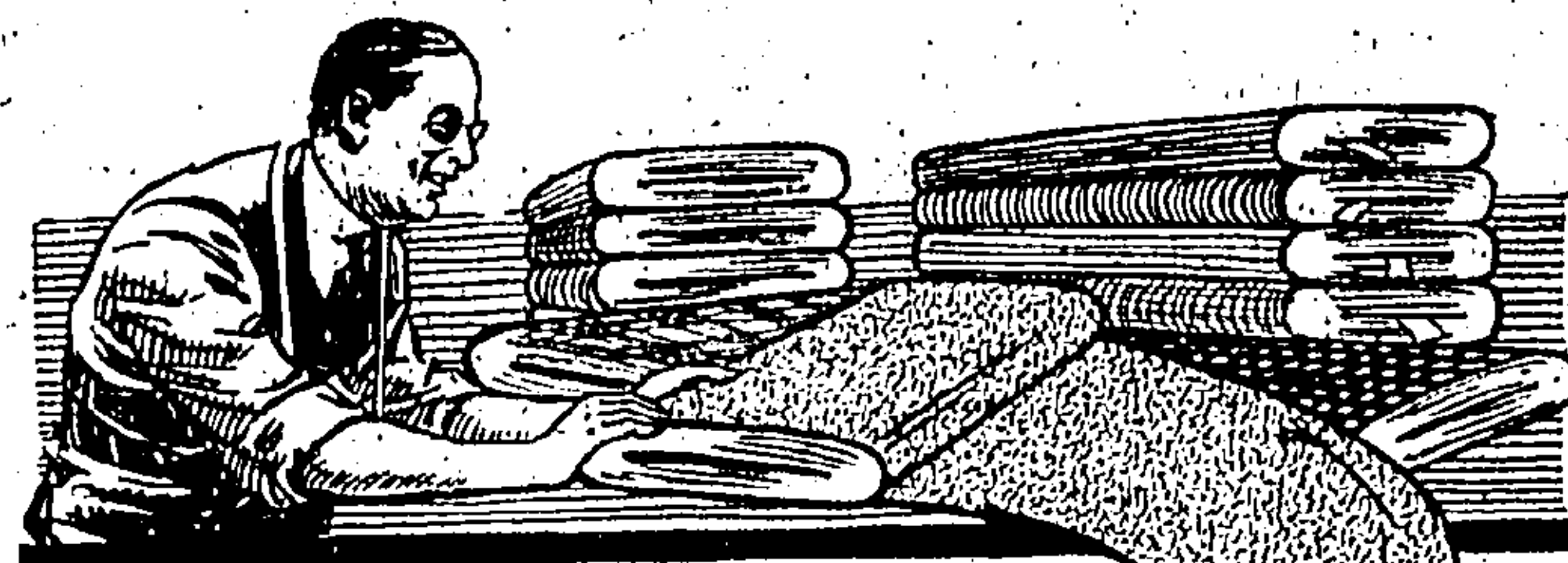
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BANKRUPTCY COURT.

A BANK CLERK'S FAILURE.
Mr. Justice Gompertz sat in Bankruptcy jurisdiction at the Summary Court on Thursday when ten cases came before him. Of these, nine were Chinese and one Portuguese. Receiving orders were made in three cases and seven were adjourned.

In the case concerning the Portuguese, Joao Mario Gutierrez, a clerk in the employ of Mr. H.M.H. Nomanee, and living at 5 Pilsen Street, Yumut, petitioned for a receiving order to be made on the ground that he could not meet his debts. The case was adjourned.

In another case two Chinese creditors applied for a receiving order to be made against the Foo Hong Bank, the assets of which were stated to be \$25,000 and liabilities \$60,000. This was also adjourned.

A Chinese named Chun Ping Kwong, made application through Mr. G. H. Haywood, for a receiving order against Woo Yick Chi, formerly employed by the Bank of East Asia.

His assets were estimated at \$5,000 and Mr. Haywood produced a note of the petitioning creditor for \$700 which the debtor had signed.

The Official Receiver, Mr. H. A. Nichol, said he could not state whether the assets were good or not. Debtor's liabilities were also unknown. The debtor had left the Colony.

Mr. Haywood said he had reason to believe that the debts due to the debtor were collectible and that they could not be collected until a receiving order was made; there was nobody to collect them.

The petitioning creditor gave evidence and said that from enquiries he had made from the debtor's wife and others he believed that the debtor's assets amounted to over \$5,000. So far as he could ascertain there was every chance of collecting this amount.

The debtor left the Colony about six months ago. So far as he knew he was a clerk when in the employ of the Bank of East Asia.

His Honour: Was he running another business?

Witness: No.

Then how did he come to lend these people money?—I am not

CHINA PRESS SUED.

ALLEGED BREACH OF CONTRACT.

(Our Own Correspondent)

Shanghai, April 17.

Mr. Herbert Webb, formerly editor and publisher of the *China Press*, is suing in the American Court, alleging breach of contract of employment. He claims that he was wrongfully discharged on March 4, when his contract had still twenty-eight months to run. The contract accompanying the petition provides for a remuneration of ten per cent. of the advertising revenues, the paper guaranteeing a minimum of \$18,000 a year. Mr. Webb alleged that at the time of his dismissal he was earning about \$2,100 a month and asked as damages \$80,000 for the unexpired portion of his contract and \$2,000 for his transportation home and leave which his contract included. This suit follows an unsuccessful attempt to obtain an injunction, which was denied and which would have had the effect of restoring Mr. Webb to control pending litigation.

sure but I know his father had some money. He did not run a private business.

The Official Receiver: Why did you lend the debtor money?

Witness: The debtor said he was in need of money and asked me for \$700.

He went on to say he lent the money about two months before the debtor left the Colony. It was a friendly loan. So far as he was aware debtor kept no books.

Mr. Haywood observed that the petition was filed about six months ago and that this was the first bankruptcy court to be held since that time.

The Official Receiver remarked that the evidence as to assets was built up on hearsay. There was no direct evidence on the point. On his suggestion the case was adjourned for a fortnight.

His Honour remarked that he would like to have something more tangible as to the assets before he agreed granting an order.

AMOY CAPTURED.

NORTHERN TROOPS SUCCESSFUL.

Peking, April 17.—A foreign telegram from Amoy dated April 17 states that Amoy has surrendered to Admiral Yang Hsu-tsun. General Lin Chang-yin, whom Tsang Chi-ping recently dismissed, commands Amoy city. Foochow troops heavily defeated Tsang Chi-ping at Tuijin on Tuesday. Tsang is supposed to be at Kuan-kow with the remains of his army. General Hung Chow-lin is expected to capture Changchow to-day. Hung Chow-lin and Li Chang-yin recently rejoined the Northern cause. These developments, therefore, represent Northern successes. —Reuter.

SANITARY BOARD.

ANTI-MOSQUITO REGULATIONS.

At the next meeting of the Sanitary Board to be held on Tuesday, April 22, at 4.15 p.m., the Medical Officer of Health, pursuant to notice will move—

"That the By-law relating to the Prevention of the Dissemination of Disease by Mosquitoes, published on page 40 of the Regulations of Hongkong, 1914, be amended as follows:

1. By numbering the said by-law as by-law No. 1, and by adding the following by-law:
2. No bamboo scaffolding or fence shall hereafter be erected or maintained in which there shall be any exposed cavity capable of retaining water.

A BOOK TEA.

At a "Book Tea" held not a hundred miles from Peking a week or so ago, the prize was awarded to a lady who attended with apparently no signs of a book at all. It was noticed however that instead of, as usual, bringing her eldest hopeful with her, she had brought her second child in arms, and she was awarded the first prize for "A Student in Arms: Second Series."

Fresh tea for far-from-fresh-folk

O! how welcome is a cup of tea when you are feeling tired—if the tea isn't tired too!

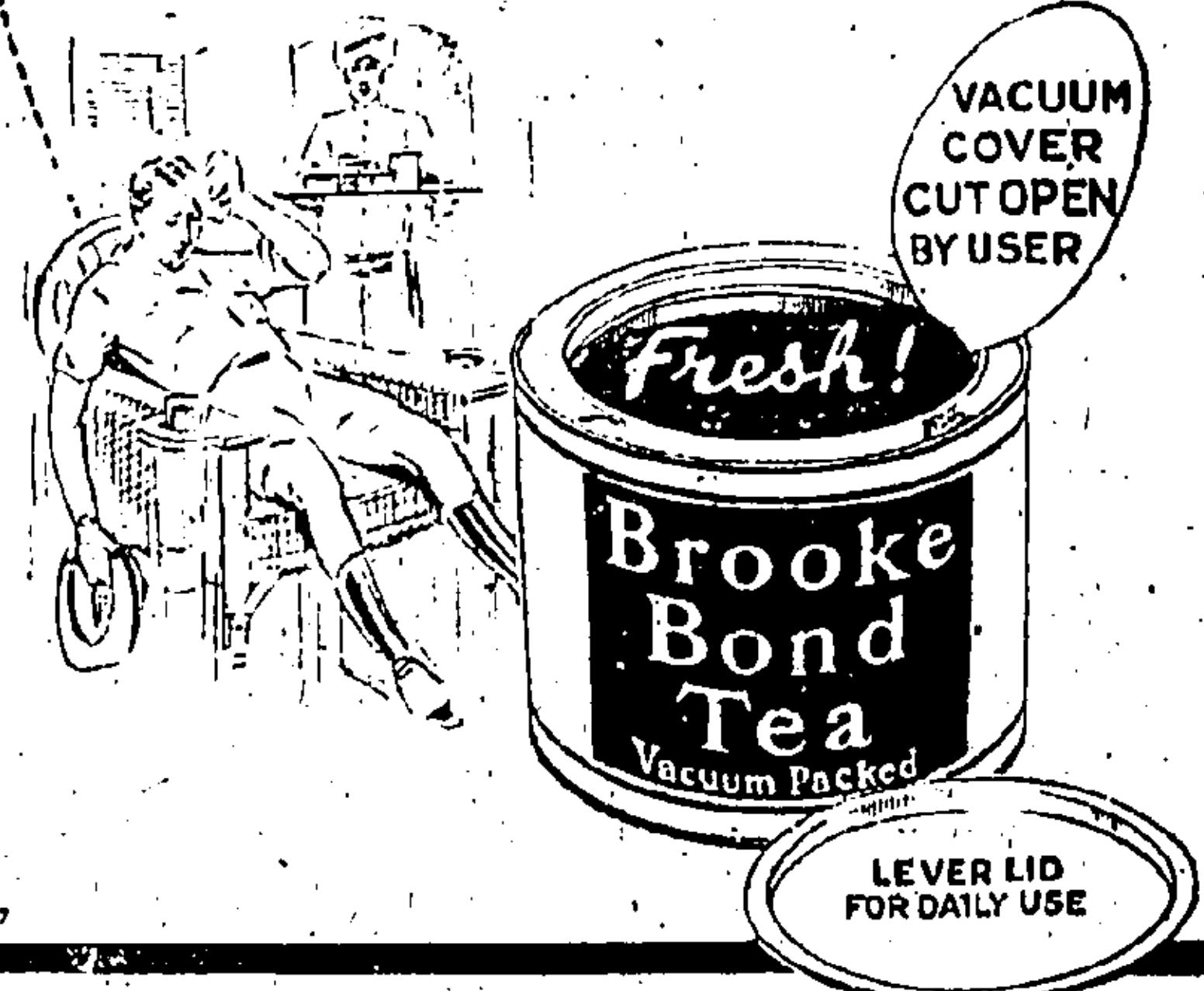
Tired tea is a good description for tea that has deteriorated—become flat and flavourless.

Here is the one tea that is never "tired"—the tea that never lets you down.

Give it fair play—by brewing it correctly—and Brooke Bond tea will always yield you that most refreshing thing in the world, a good cup of tea.

First of all, you see, it is tip-top quality tea, and secondly, it is packed in the vacuum tin, which harbours no tea-destructive tropical air. You get all the tea-goodness. Not a vestige of it can vanish!

Brooke Bond India Ltd.
P.O. Box 187, Calcutta.
Hong Kong Agent: Alex. Ross & Co.,
Hong Kong.



CLARK'S REDUCING BATH SALTS

FOR STOUT PEOPLE

The action of these salts in reducing excess of fat or adipose tissue is marvellous.

Obtainable from—

THE COLONIAL DISPENSARY.

11, Queen's Road,

Telephone 1877

A permanent roofing at a price competitive with corrugated iron.

"ITALIT"

The perfected red and grey corrugated cement-asbestos

ROOFING

The Inspecting Engineer to the Crown Agents for the Colonies

has conducted an interesting and conclusive series of tests on "ITALIT" and a copy of his report, together with full particulars of "ITALIT," will be forwarded post free on request.

"ITALIT" provides the maximum in durability and safety at a minimum cost.

Delivered or fixed in any quantity anywhere.

Just ask for a copy of the "ITALIT" Booklet.

Stock-carried by—
SHEWAN TOMES & CO.
HONGKONG & CANTON. SOLE AGENTS

HONGKONG HARDWARE CO.

"TAT LEE CHAN"

METAL GOODS AND HARDWARE

Telephone 2108



Specially grown in sunny climes, carefully selected—expertly woven—the straw used in the manufacture of Whiteaway's famous

STRAW HATS

ensures quality which is beyond comparison. Not only is the material of the very best, but being specially made by English hat specialists, the latest style is embodied in every hat offered.

Prices \$3.95 to \$5.50

WHITEAWAY, LAIDLAW & CO., LTD

NEW ADVERTISEMENTS.

PREPAID ADVERTISEMENTS

25 WORDS—
 { \$1.00 for 3 insertions
 { \$1.50 if not prepaid
 State if Box No. is required

WANTED.

WANTED capable Sawmill and Yard Foreman. State experience and wages required by letter to—Shewan Tomes & Co., Import Department.

TO BE LET.

TO LET.—Large Ground Floor Office, Central Location. Particularly suitable for Banking business. Apply Box 1091 c/o "Hongkong Telegraph."

TO LET FOR 6 MONTHS.—Peak residence—253 "The Falls" unfurnished, with garden and swimming tank. Possession 1st April, 1924. Apply SANG KEE, New Bank Building.

TO LET.—Office and Godown No. 1 Stanley Street Apply to Comptroller Department c/o The Hongkong Land Investment & Agency Co., Ltd. 2nd floor 11 Queen's Road Central. Telephone Central 820.

TO LET.—Furnished from June 1st. New House at Deep Water Bay with 4 bedrooms, drawing and dining room and library. Hot and cold water laid on. Flush sanitary system. Servants' quarters and garage. 1½ acres of ground. Apply to Geo. P. Lammert, 4 Queen's Road, Central.

TO LET.—7 houses in Gordon Road, Causeway Bay, near waterfront, good locality, suitable for godowns and factories, nicely built with reinforced concrete, upper flats suitable for dwelling purposes with water-meters. Apply No. 2 Gordon Road, Causeway Bay or Tel. C.2721. Cheong Hing Contractor Company.

FOR SALE.

JUST received a shipment of PRINTED VOILES Oriental designs. Also ARTIFICIAL SILK for Knitting Jumpers in various colours. Inspection invited. "MARGUERITE" 1, Rose Terrace, Kowloon.

FOR SALE.—One 4 coolie carrying Chair in good condition complete with 8 Uniforms and all accessories. Price \$25.00 the lot. Apply Box No. 1114 c/o "Hongkong Telegraph."

FOR SALE.—LONG DISTANCE. Wireless Receiver panel, resistance capacity coupling between the valves. No accessories. Will receive Berlin Line Signals under suitable conditions. \$40. Apply Box No. 1113 c/o "Hongkong Telegraph."

WE Auction, lease, sell or buy privately, houses, land, etc., on the basis of no result—no fee. Enquire or offer us. Tel. 4630. Hongkong Small Investors' Share and Real Estate Company, 8 Des Voeux Road.

LOST.

LOST.—On April 13th between Causeway Bay and Wan-chai POINTER dog marked white and liver. Finder please reply Box 1112 c/o "The Hongkong Telegraph."

FOR SALE.

FOR SALE.—"Bangour," 192 Mount Kellet. Four-roomed Bungalow with Hall. Recently reconstructed and entirely modernised. Site area 37500 sq. ft. Possession 1st May 1924. For permits to inspect apply in writing to A. R. Lowe, Special Manager, Reiss Brothers Ltd. (In Liquidation), Hongkong, 10th April 1924.

TO BE SOLD Small Tannery at Ma Tau Kok, Kowloon, together with Plant & Machinery and Stock of Chemicals. Area approximately 26,000 sq. ft. also a plot of land adjoining the tannery area approximately 1,800 sq. ft. Apply PIERCE SMITH & FLEMING, 6 Des Voeux Road Central, (Bank of Canton Building).

S. L. "SZECHUEN", arrived from Shanghai 17th March 1924.

8 Drums Disinfectant Fluid; Notice is given that Bill of Lading No. 55 covering this cargo from Shanghai to Hongkong, stated to have been lost is hereby declared null and void.

FOR HOIHOW, PAKHOI AND HAIPHONG.

S.S. "VAN VOLLENHOVEN" will leave for the above ports on the 20th instant at 8 a.m.

Apply to: EUROPE ASIA TRADING CO. China Building, First Floor.

HONGKONG BASEBALL CLUB.

NOTICE.

THE Annual Meeting of the above Club will be held on THURSDAY, April 24th 5.30 p.m. at the American Consulate, for the purpose of electing officers and discussing plans for 1924-1925 season. Members and others interested in Baseball are cordially invited to attend.

CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Building No. 6, Connaught Road, on WEDNESDAY, 30th April, 1924 at 11 o'clock a.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for year ended 31st Dec., 1923, and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from Wednesday the 23rd April 1924 until Wednesday the 30th April 1924, both days inclusive.

SHEWAN TOMES & CO., General Managers.

NOTIFICATION.

NOTICE is hereby given that a Public Auction will be held at this Treasury Office on THURSDAY, the 15th May, 1924 at 11 a.m., for the sale of the opium monopoly in Macao, for a period of three years extending from 1st July, 1924, to 30th June 1927.

Particulars as to the condition of sale may be seen at the Portuguese Consulate in Hongkong and at this Treasury Office. Dated at the Treasury Office of the Province of Macao, the 31st March 1924.

ANTONIO DE MEIRELES, Director.

AMUSEMENTS

A BALL

UNDER THE PATRONAGE OF LADY STUBBS, in aid of

ST. DUNSTON'S WILL BE HELD AT THE CITY HALL

on FRIDAY, April 25th, 1924

Tickets, at \$4.00 each, can be had from Messrs. S. Moutrie, Chater Road.

The Anderson Music Co., Ice House Street, The Hongkong Hotel, The Kowloon Hotel.

St. ANDREW'S CHURCH Kowloon.

EASTER SUNDAY 7.15 and 8.15 a.m. Holy Communion

11 a.m. Morning Prayer & Holy Communion. Preacher, Rev. G. R. Lindsay, M. A.

6 p.m. Even: Prayer and Holy Communion. Preacher, Rev. G. E. Arrowsmith, M. A.

ANTIEM by augmented Choir "WHAT ARE THESE?"

BILLIARDS. HO KAM TONG CUPS.

Value of Prizes \$300.00 1st Prize Cup Valued at \$175.00

2nd -do -do -do -do 75.00 3rd -do -do -do -do 50.00

Entries close 20th inst. Play commence on 25th. at 9 p.m. GAME 250 up.

HONGKONG BOXING ASSOCIATION.

SIXTH TOURNAMENT OF THE SEASON.

SATURDAY, April 26th. at 9.15 p.m. THEATRE ROYAL

MAIN EVENTS: 15 Round Contest for the Heavy-weight Championship of the Colony and the Hongkong Exchange Brokers Association's Belt.

C. P. O. Callaghan v. Bombadier Barton

ALSO One Bantamweight, Two Welterweight Two Lightweight, One Featherweight, each of six Rounds.

BOOKING AT MOUTRIE'S Members on the 24th April 1924. General Public from the 25th. April, 1924. USUAL PRICES.

CONSIGNEES.

NOTICE TO CONSIGNEES.

N. Y. K. LINE (NIPPON YUSEN KAISHA.) FROM EUROPE [& STRAITS]

The Steamship "TOYOHASHI MARU," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained. Goods not cleared by the 23rd April 1924, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives on any Tuesdays & Fridays, at 2.30 p.m. within the free storage period. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns. No fire insurance has been effected.

NIPPON YUSEN KAISHA. Hongkong, April 16th, 1924.

HONGKONG JOCKEY CLUB.

THE Second Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 19th and Monday, 21st April commencing at 3 p.m. each day. The first ball will be rung at 2.30 p.m. The charge for admission to the Public Enclosure will be \$1.—Soldiers and Sailors in uniform half price. Members are advised that they must show their Season Tickets to obtain admission to the Members' Enclosure. Each member has the right of introducing 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5.00 each up to Friday April 18th. The Stewards invite the ladies of Hongkong to be present.

THE NEW FRENCH REMEDY. THERAPION No. 1 THERAPION No. 2 THERAPION No. 3

Monte Blue and Mary Alden

— in —

"THE TENTS OF ALLAH"

The photographic achievement of the Year—Beautiful to the Eye, Thrilling to the Senses, Stimulating to the Brain. Thoroughly entertaining in its Entirety.

In The Cast Are

MARY THURMAN SALLY CRUTE CHARLES LANE FRANK CURRIER

FIGHTS ON THE SUN-BAKED DESERT! FIGHTS ON THE WIND-SWEPT SEA! THOUSAND SANDS OF MADLY RACING STEEDS! SETTINGS and COSTUMES OF ORIENTAL SPLENDOR! SCENERY OF UNSURPASSABLE BEAUTY!

At the WORLD Theatre TO-DAY & TO-MORROW

NEXT SUNDAY—THE PICTURE YOU'VE BEEN WAITING FOR

"BLOW YOUR OWN HORN"

THE MILE-A-MINUTE COMEDY-DRAMA

DON'T MISS IT—at the WORLD Theatre.

DO NOT MISS ROCHA'S POPULAR AUCTION SALES Every Tuesday Thursday & Saturday At 2.30 p.m.

Specialists in the Valuation of Household and Office Furniture

DA ROCHA'S MART 12, PAULINA ST.

NOTICE.

NOTICE is hereby given that scrip No. 4327 for 500 shares Ewo Cotton Mills Ltd., in the name of Mr. Ezra Abraham of Hongkong together with a duly executed transfer deed purporting to assign the said shares has been lost.

The said shares are the property of the undersigned and application has been duly made to the Company for the issue of a duplicate scrip. The public is therefore warned against dealing with the said shares without reference to the undersigned. Any person having any knowledge as to the whereabouts of the said scrip is asked to communicate with the undersigned.

ELLIS & CO., Share and General Brokers, 23, Ice House Street, Hongkong, 9th April, 1924.

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One Gramophone One Perambulator One Carved Blackwood Lady's Desk.

Catalogue with be issued. On View from Tuesday the 22nd April 1924.

Terms:—Cash on Delivery LAMMERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Thurs., the 24th April, 1924, commencing at 11.30 a.m. at their Sales Room, Duddell Street

3 Cases Woollen Gabardine 3 " Woollen Serge 28 " Ultramarine Blue 7 " Assorted Glass Ware and

A Quantity of Sundry Goods. Terms:—Cash on Delivery. LAMMERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Thurs., the 24th April, 1924, commencing at 2.45 p.m. at No. 4, Torres Buildings, Kimberley Road, Kowloon

A Quantity of Valuable Household Furniture comprising:—

Chesterfield Couch and Chairs, Overmantel, Teak Extension Dining Table, Teak Sideboard, Glass Cabinet, Ice Chest, Ornaments, Crockery, etc., etc. Teak Bedsteads, Dressing Table, Wash Stand, Teak Wardrobe, Teak Chest of Drawers, etc., etc.

and A Complete Punch Library of Humour (25 Volumes) in Ornamental Teak Case.

Catalogues will be issued. On View from Wednesday the 23rd April 1924.

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and A Complete Punch Library of Humour (25 Volumes) in Ornamental Teak Case.

Catalogues will be issued. On View from Wednesday the 23rd April 1924.

Terms:—Cash on Delivery LAMMERT BROS. Auctioneers.

FORTHCOMING AUCTION SALES.

Lammert Bros. PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction on

Tuesday, the 22nd April 1924, commencing at 11 a.m.

at No. 18 Godown, The Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon

190 Kegs Fine White Zinc 130 " White Paint 80 " Grey Paint 48 " Black Paint 14 " Slate Paint

Terms:—Cash on delivery. LAMMERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction

Wed., the 23rd April, 1924, commencing at 2.45 p.m.

at No. 3 Lympoon Villas, Mody Road, Kowloon

A Quantity of Valuable Household Furniture comprising:—

Chesterfield Couch and Chairs, Card Table, Book Case, Teak Dining Table, Teak Sideboard, Chairs, Ice Chest, Ornaments, Glass Ware Etc. Iron and Teak Bedsteads, Teak Wardrobe with Glass Door, Teak Dressing Table, Chest of Drawers, Marble Top Washstand, Teak Desk Etc., Etc.

also One Gramophone One Perambulator One Carved Blackwood Lady's Desk.

Catalogue with be issued. On View from Tuesday the 22nd April 1924.

Terms:—Cash on Delivery LAMMERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Thurs., the 24th April, 1924, commencing at 11.30 a.m. at their Sales Room, Duddell Street

3 Cases Woollen Gabardine 3 " Woollen Serge 28 " Ultramarine Blue 7 " Assorted Glass Ware and

A Quantity of Sundry Goods. Terms:—Cash on Delivery. LAMMERT BROS. Auctioneers.

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A Quantity of Valuable Household Furniture comprising:—

Chesterfield Couch and Chairs, Overmantel, Teak Extension Dining Table, Teak Sideboard, Glass Cabinet, Ice Chest, Ornaments, Crockery, etc., etc. Teak Bedsteads, Dressing Table, Wash Stand, Teak Wardrobe, Teak Chest of Drawers, etc., etc.

and A Complete Punch Library of Humour (25 Volumes) in Ornamental Teak Case.

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and A Complete Punch Library of Humour (25 Volumes) in Ornamental Teak Case.

HUGHES & HOUGH LIMITED

IMPORTERS, EXPORTERS AND GENERAL AUCTIONEERS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction (for Account of the Concerned), on WEDNESDAY,

the 23rd April, 1924, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

Valuable Teakwood and Blackwood Furniture, and Household Sundries, &c., &c. Comprising:

Dining Suites, Chesterfield Sofas, Arm-chairs (new), Tea Tables, Teakwood Beds, large and small Wardrobes, Dressing Tables and Chairs, Washstands, &c., Slideboards, Dinner Waggon, Dinner Sels, and Glass Ware, Cutlery, Carpets and Rugs, Electro-plated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Teapots, Marble-top Flower Stands, Side Tables and Cabinets, &c., &c.

Also 2 New Carpets size 3 x 4, 1 large Carved Blackwood Curio Stand, 1 Hopkinson Piano.

(Full Particulars from Catalogue). Terms:—Cash on delivery.

HUGHES & HOUGH, LTD., Auctioneers. Hongkong, 15th April, 1924.

C. E. WARREN & CO., LTD.

Sanitary Engineers, Monumentalists, etc.

Offices & Godowns. 98A, Wanchai Road, Hongkong.

Tel. No. 269

All kinds of Builders Requisites in Stock. Soil & Vent Pipes, Rainwater Pipes.

Floor & Wall Tiles Baths, Basins, bath Room Fittings, Water Heaters for Gas Oil or Coal Fuel. Also a Few Chip Heaters.

Open & Closed Grates-Cooking Ranges. ESTIMATES FREE FOR ALL SANITARY INSTALLATIONS—HOT WATER SYSTEMS, &c.

General Repairs Promptly Attended to Specialists in Monumental Work-Cut in Italian Marble or Hongkong Granite.

Just Received a Shipment of Italian Marble, Floor Tiles-Prices on Application.

A Large stock of Artificial Wreaths in all Sizes.

DOES YOUR FOOD CAUSE DISTRESS?

If so, it simply that dangerous acid is attacking your delicate stomach lining and is preventing digestion. This being so, your food, and you run serious risk of ill-health and cruel pain. If you neglect this early warning of oncoming dyspepsia you must not be surprised to find yourself getting older and feeble years before your time. Rid yourself of the menace—take Bismag.

Bismag, the one sure remedy, used and recommended by doctors, hospitals, and public alike! Bismag neutralises the harmful acid; it stops all traces of fermentation; gas and pain immediately. Try it. Get a package (either powder or tablets) from your chemist today; but be quite sure you get what you ask for. Bismag is the trade mark word "BISMAG" in an oval sign on the wrapper—then you'll know you've got something that positively MUST do you good.

The Sign of the Gavel BISMAG See it on every Package.

HARRINGTON'S FRUIT. Albert Harrington, Esq., a Fellow of the Royal Geographical Society, after an expedition to the Muluks, Borneo, and other parts of the Malay Peninsula, has brought back a large quantity of fruit, including a large quantity of the famous "HARRINGTON'S FRUIT" which is now on sale at the "HARRINGTON'S FRUIT" shop, 12, PAULINA ST.

Have you been affected by any distressing symptoms of eyestrain? Have you been tormented with all sorts of eye troubles and have been given over to painful misery? That's the effect of eyestrain. Come and consult with our

NATIONAL OPTICAL CO., LTD. 12, PAULINA ST.

Have you been affected by any distressing symptoms of eyestrain? Have you been tormented with all sorts of eye troubles and have been given over to painful misery? That's the effect of eyestrain. Come and consult with our

NATIONAL OPTICAL CO., LTD. 12, PAULINA ST.

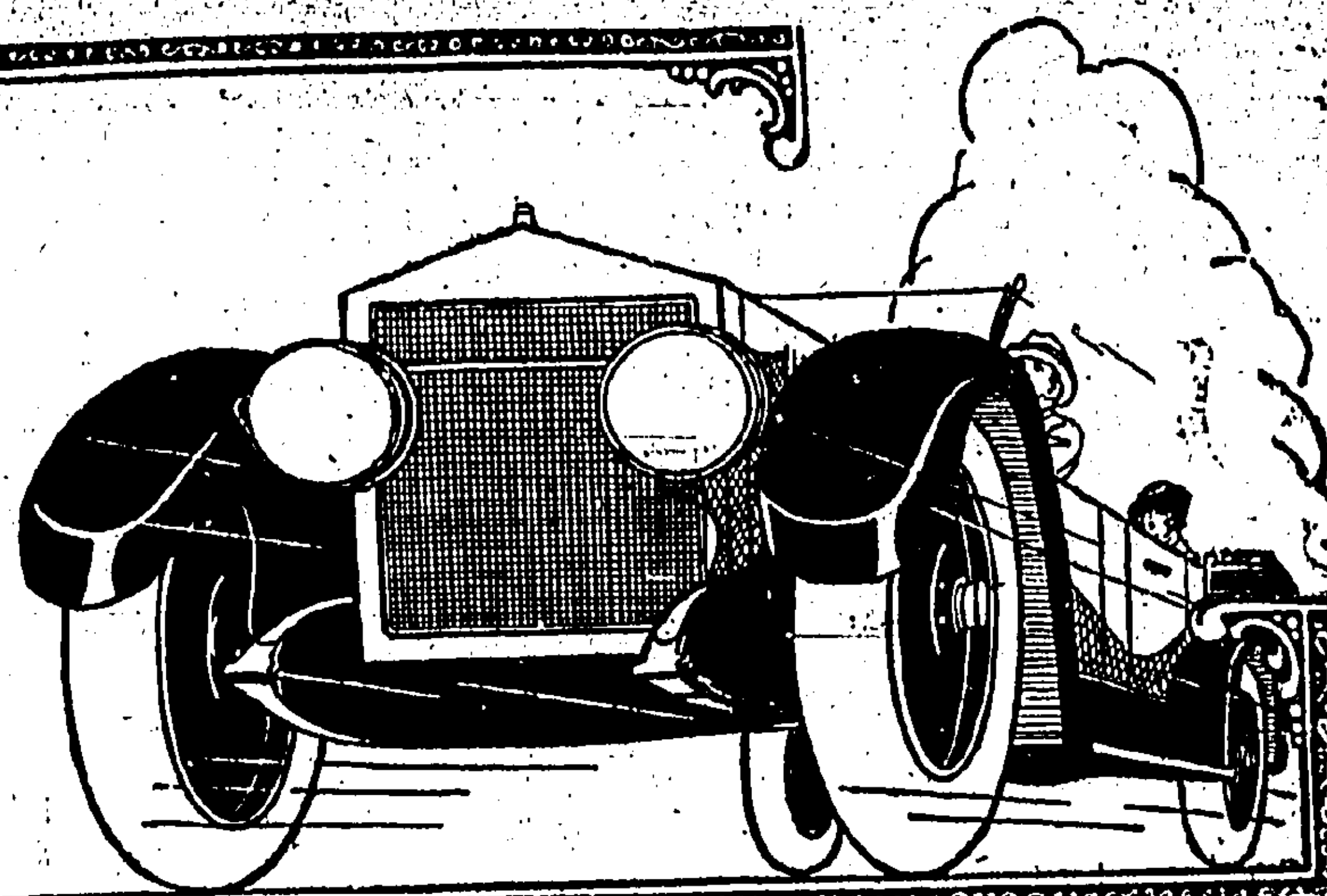
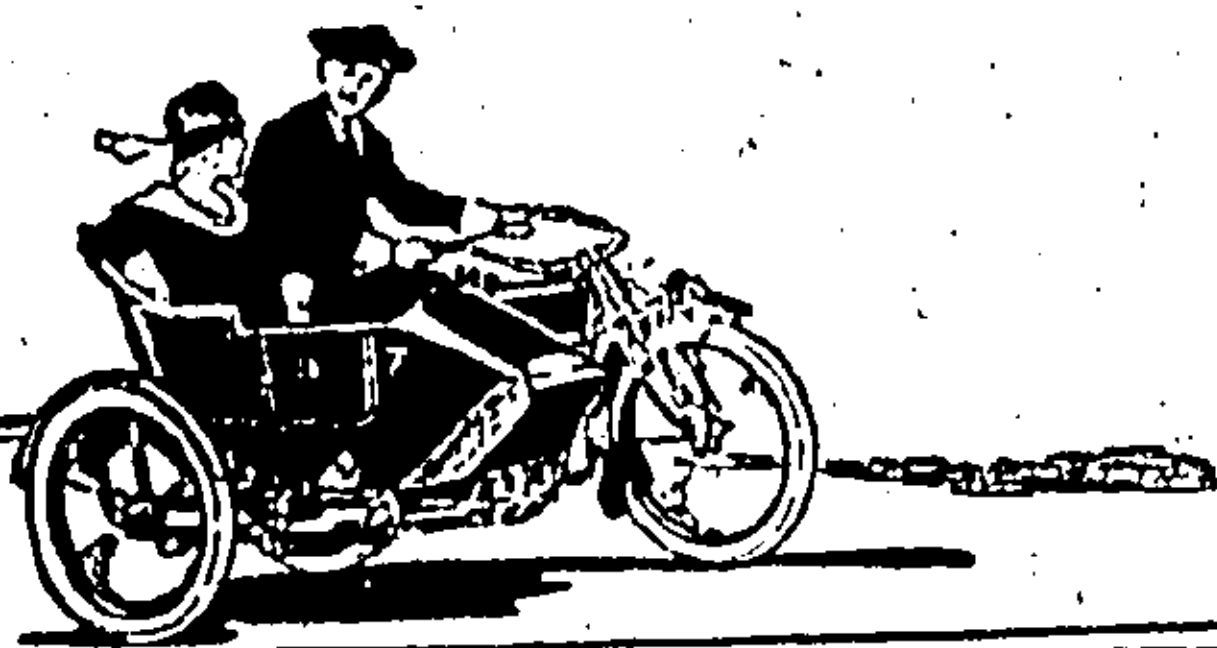
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NATIONAL OPTICAL CO., LTD

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, the 19th. April, 1924

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

In connection with the motor cycle run, which is being held under the auspices of the Hongkong Automobile Association on Monday, we understand that there is every indication of a large turnout. This, the initial effort of the new Motor Cycle Section of the Association, should do much to induce local motor cyclists to join up with the Association, for they have everything to gain by participating. Cyclists wishing to participate in the run must send their names to Mr. J. Smith, of the Kowloon-Canton Railway.

The "meet" takes place outside Holt's Wharf on Monday morning at 11 o'clock. A run will first be made to Fanling, by way of the Tai Po Road, where tiffin will be served at a charge of \$1.50 per head. The railway authorities have kindly placed two coaches at the disposal of the organisers and tiffin will be served therein. The run will afterwards be continued to Castle Peak and thence back to Kowloon by way of the coastal road.

At the time of writing these "Notes" (Thursday) there has been quite a goodly number of new members joining up with the Hongkong Automobile Association this week. Their names are:

M. Chan Harr
I. D. McEwen
A. J. Kew
Li Shui-pui
J. W. Paton
A. H. K. Cobb
W. Woodward
C. W. Bishop
E. S. Chaney
S. C. Saunders
A. Morley
N. A. Johansson
G. N. Tinson
E. S. Herod

Members of the Association will be pleased to learn that the Association's new handbook is almost ready for publication. The book will contain a great deal of Association and other interesting matter and the publishers are now only awaiting the receipt from the Government of the new Traffic Regulations, shortly to be submitted for approval to the Governor-in-Council. It is rightly felt that the Association's handbook would not be complete without containing the new Regulations and so soon as these are received and incorporated, the book will be published. It will be found to be a very much more ambitious publication than any hitherto attempted by the Association.

In view of the fact that at the annual meeting of the Shanghai Association, held a few weeks ago, the question of a large central garage was discussed and a suggestion was made that a big building, to be erected in the busiest centre of the Settlement, it is not inopportune to refer to the lack of storage accommodation for cars in the centre of this Colony. With so many private cars now being used to transport their owners to and from the City, it is eminently desirable that plenty of storage room should be available, but the truth of the matter is that there is practically none. The great obstacle is the very high price of land and the seemingly uneconomic prospects of any commercial venture in this direction. It may be that Hongkong

will eventually be forced to consider something similar to that now suggested for Shanghai—a big building in which cars could be stored on several floors, each floor being reached by ramps. It is not an impossible scheme, but it is one that would require a great deal of thinking out and a fair amount of commercial courage. The amount of capital required would be large and it is a moot point whether charges, reasonable enough to attract car owners, would provide a return sufficiently adequate to make the venture commercially sound and attractive.

We have received from the Hongkong and Shanghai Hotels Garage Department a copy of the latest catalogue issued by Rolls-Royce, Ltd., in which is shown models of their famous 20 h.p. six-cylinder car. The catalogue is a most attractive publication, pictures in colour of the open touring, coupe, landaulet, limousine, and enclosed drive cabriolet models, together with a forward and complete specification. The Hotel Garage, sole agents for Hongkong and the provinces of Kwangtung and Kwangsi, will be pleased to show any interested person a copy of this really artistic production.

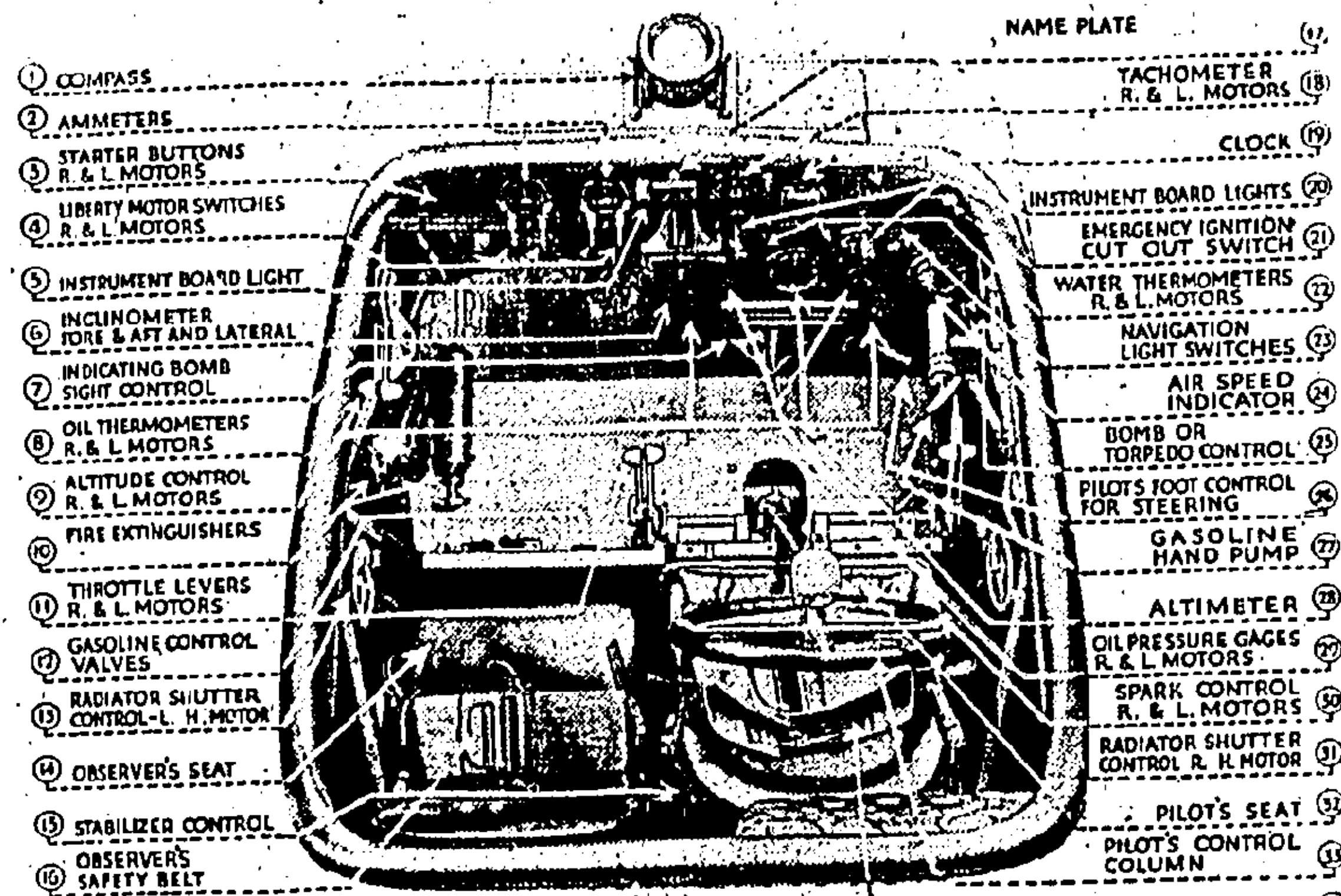
The latest motor car registration number to be issued by the local Traffic Department is No. 1359—evidence that the number of licensed motor vehicles in the Colony is rapidly increasing. Quite a number of new vehicles recently registered have been given old numbers, formerly belonging to cars which have either been taken out of the Colony for good or cars which have been scrapped. The figure of 1,359 does, therefore, represent very accurately the actual number of motor vehicles on our streets, not counting motor cycles. When one considers that motoring here is of relatively recent date, we have nothing to be ashamed of in the number quoted above.

We notice that a start has been made on the lighting of Stubbs Road, between Wanchai Gap and Magazine Gap. Electric light standards of pleasing design are being put up at reasonably frequent intervals and when this road is lighted from the top to the bottom, as it should be, a very great improvement will have been carried out.

2,400 Miles Through Africa.

Practically half the distance from north to south of Africa has recently been traversed by a motor cyclist, says *The Motor Cycle*. Mr. E. Coomer, who made the journey on a B.S.A., stated that he had not experienced a single mechanical trouble; his biggest annoyance—to use his own word—was finding petrol and oil in Portuguese territory. On one night in the open he had to scale a tree to dodge prowling lions; two days later he lost the track leading to a mission station and, wanting food, was forced to climb 4,000 feet, up the spur of a mountain to reach a white settlement, there finding food and night shelter, and tramping down next day to his machine. Mr. Coomer, typically modest and representative of the true British pioneer, can claim to be the first man to travel by motor vehicle from Blantyre to Cape Town.

THE CONTROLS OF AN AEROPLANE.



The Cockpit of a Modern Aeroplane.

The accompanying photograph and diagram gives an idea of the complicated cockpit with which the aeroplane pilot has to contend.

But it isn't so difficult as might be imagined from first observation. For, after looking over the various instruments and controls, it may be noted that piloting an aeroplane is easier than driving a motor car.

And there are no traffic jams in the air—as yet! No gears to shift. No brakes to worry about. No tyres to blow out.

Only one foot lever to work the rudder and steer the plane and a pilot's column to work the ailerons for steering and the elevators for rising and descending.

The cockpit shown is that of a Martin Bomber, which is more complicated than what may be expected in the popular airplane of the future. But most of the instruments are essential in air flying. Such are the compass, the altimeter, the inclinometer, altitude, spark and throttle controls, various motor indicators, gauges and other controls.

Two of the instruments shown in this photo are necessary only to the bomber—the bomb-sight control and the bomb or torpedo control.

Of course, with the much simpler engine on the popular plane than the two 12-cylinder Liberty motors used on the bomber, there will be considerably fewer controls and other devices to tax the popular pilot's flying ability. So don't let this confusion of instruments and other devices discourage you.

ECONOMY AND "SAFETY FIRST."

Careful Driving Would be Its Own Reward.

Motoring matters never seem to run in placid waters for any extended period of time, says a writer at Home.

And now car insurance premiums are increased—just after I'd written a "powerful" article demanding their reduction! It's a gay world full of these little ups and downs. But in regard to the question of insurance, we cannot blame the "wicked companies," as is our playful habit in regard to petrol prices. We have got to blame ourselves—or some of us have.

You see, motor-car insurance is not by any means a Golconda for companies engaged in it. In fact, some of them are finding it more like a Goncaash! One company is finding things very difficult, another is making share calls on its shareholders, and some are doing reasonably well but it's not like petrol!

When it is found necessary further to increase the premium rates, it is not a particularly good omen—or "owmen," as they cost more proportionately than the more male. As a whole, motorist cost too much in insurance claims.

As insurance is a serious financial item in the average costs of car ownership, one is tempted to look round and see if anything can be done about it.

The difficulty is the personal element. Say 100 people are insured for £15 a head. That means an income to the insurers of £1,500. Ninety-nine of them may go through the year without a claim, and the 100th may cost the whole £1,500—there's the

third party accident of similar cause.

And that is the difficulty we are up against. There is the element of luck, or ill-luck, and there is the more important factor of personal driving ability. If only every body would drive with adequate care and skill, or where the skill is known to be not too pronounced, with proportionate extra care!

WHERE CARE COUNTS. I don't want to swank but I'll give you my case as an example. I hope to turn my 500,000th mile towards the end of this year. My insurance claims over more than 20 years' driving only concern a damaged mudguard and leaky radiator, and have cost comfortably under £1 per annum. And I was "touching wood" all the time I wrote the preceding sentence.

There are many drivers of my acquaintance who have gone five and some for ten, years, without having to make any claim, and it is obvious we want a greater levelling of such drivers in order to get reduced insurance premiums.

You may say that that is asking for the millennium, and that it is an impossible thing to ask for. I suppose it is—but we certainly ought to get a bit nearer to it instead of further away.

My point is that despite the bad industrial times, new motorists are coming on the roads by their tens of thousands, and if we do not get to a smaller number of accidents per unit number of cars—insurance premiums will go up again; and again.

Other things being equal, the new driver must be more prone to an accident than the experienced one, and the more the cars on the road, the less isolated the "psychological danger" spots

BALLOON TYRES

INTERESTING EXPERIMENTS.

Some very interesting experiments to determine the advantages and disadvantages of balloon tyres have been conducted by Messrs. Bentley Motors. The balloon tyre; that is to say, a very oversized tyre inflated only to a low pressure, has obvious advantages, but it has been argued that these will be counterbalanced by the disadvantages. The Bentley tests showed the following results:—

(1) With a good margin of engine power no appreciable slowing down results from the use of balloon tyres. With low engine power there is some slight loss of speed when the road is heavy.

(2) The effect on petrol consumption is equally insignificant.

(3) The shock-absorbing qualities of the low pressure tyre are very pronounced. They result not only in smooth riding, but in the elimination of rattles and squeaks in the body work.

(4) Only at speeds something below walking pace is any difference in lightness felt through a well designed steering gear.

(5) The immunity from skidding is extremely marked.

(6) The balloon tyres greatly improve the efficiency of the brakes. A series of tests showed an all round reduction of about 25 per cent. in the distance required for pulling up the car.

Thus, altogether, it would appear that the balloon tyres enhance the ease of control of a car very considerably. Altogether, motorists owe a debt of gratitude to Messrs. Bentley for having provided this valuable information.

AT WEMBLEY.

Motor and Cycle Section.

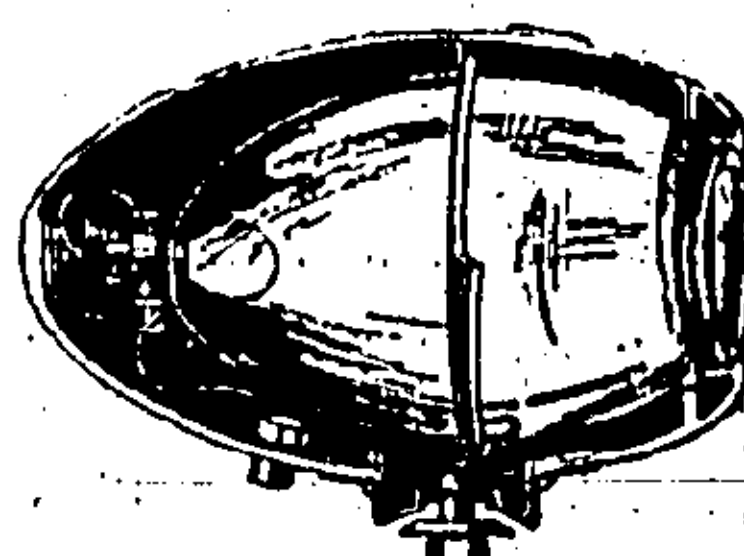
The Motor and Cycle Section of the British Empire Exhibition, which will open at Wembley this month is now full, and gives promise of being the most representative and attractive industrial section in the Exhibition.

The Society of Motor Manufacturers and Traders, Ltd., which in collaboration with the British Cycle and Motor Cycle Manufacturers and Traders Union, Ltd., is responsible for the organisation is devoting a large amount of energy as well as a considerable amount of its own funds to the detail arrangements. It is confidently expected that this effort on behalf of the motor and cycle industries will add much to the prestige of the Exhibition and British industry in general, and that it will prove of considerable business value to the firms participating.

The comprehensive nature of the display, which is of course, confined to British manufactures, may be judged from the fact that 48 manufacturers of private motor cars, 25 of commercial motor vehicles, and 13 motor coach and body builders, will display their most up-to-date productions in a total of 120 complete vehicles, while other branches of the industry are represented by the products of 28 manufacturers of cycles, motor cycles, and sidecars, 7 of marine motors and 120 of components, accessories, tyres and equipment. A novel feature of the section will be that the vehicle exhibits will be varied from month to month over the whole range of each manufacturer's products. Although this feature arises primarily out of limitations of space which make it impracticable for all types of models to be on view continuously, it is likely to help towards a sustained interest in this section on the part of the public.

A numerous staff employed direct by the society will be in sole attendance to care for and maintain the exhibits, and every possible facility will be provided for visitors to obtain the fullest information with regard to the exhibits.

NEW HEADLIGHT.



A new type of headlight that may approach nearer to the ideal than any hitherto produced, is a bullet-shaped lamp just put on the market.

According to its manufacturers, the lamp has been designed for two main purposes:

1. To enable the driver to see obstacles far enough ahead and to the side, so the car may be brought to a full stop before reaching them, even while going at a fast speed.

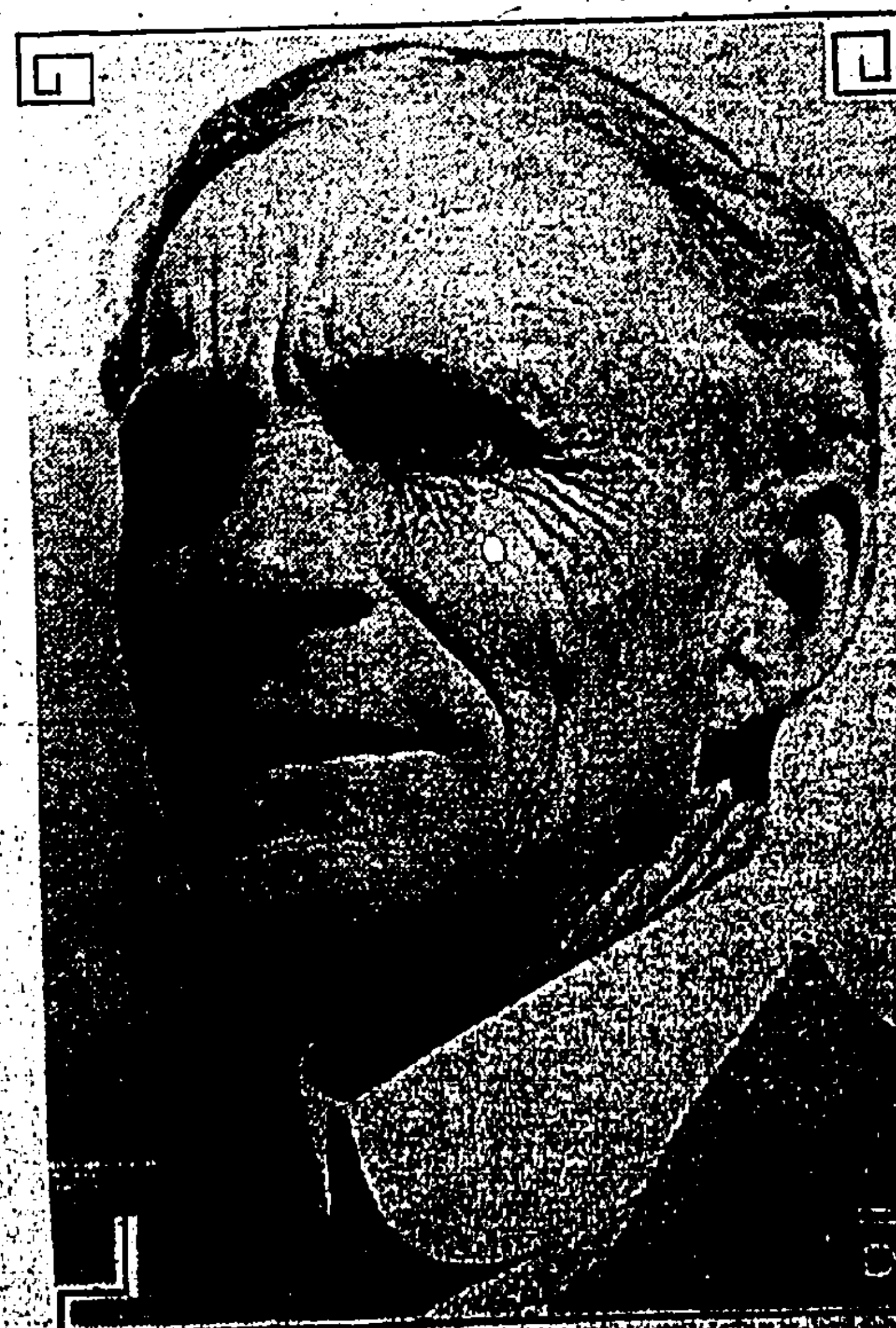
2. To prevent dazzling. A year's experimentation in a laboratory especially built for the purpose has resulted in the acceptance of this unique lamp. The greatest change from the regular style of headlamp is the elliptical, or egg-shaped reflector, with a lens of less than four inches diameter.

Inside, at the focal point of the lens, is a colour filter. The lamp is designed so that, with the aid of this colour filter, a bright light is thrown out, down and sideways and an amber glow covers an area above the height of the lens.

This amber light is sufficient to penetrate fog, yet it does not disconcert pedestrians and motorists approaching the light.

Producers of this lamp say it conforms to the standards of illumination formulated by the American Society of Automotive Engineers and the Illuminating Engineering Society.

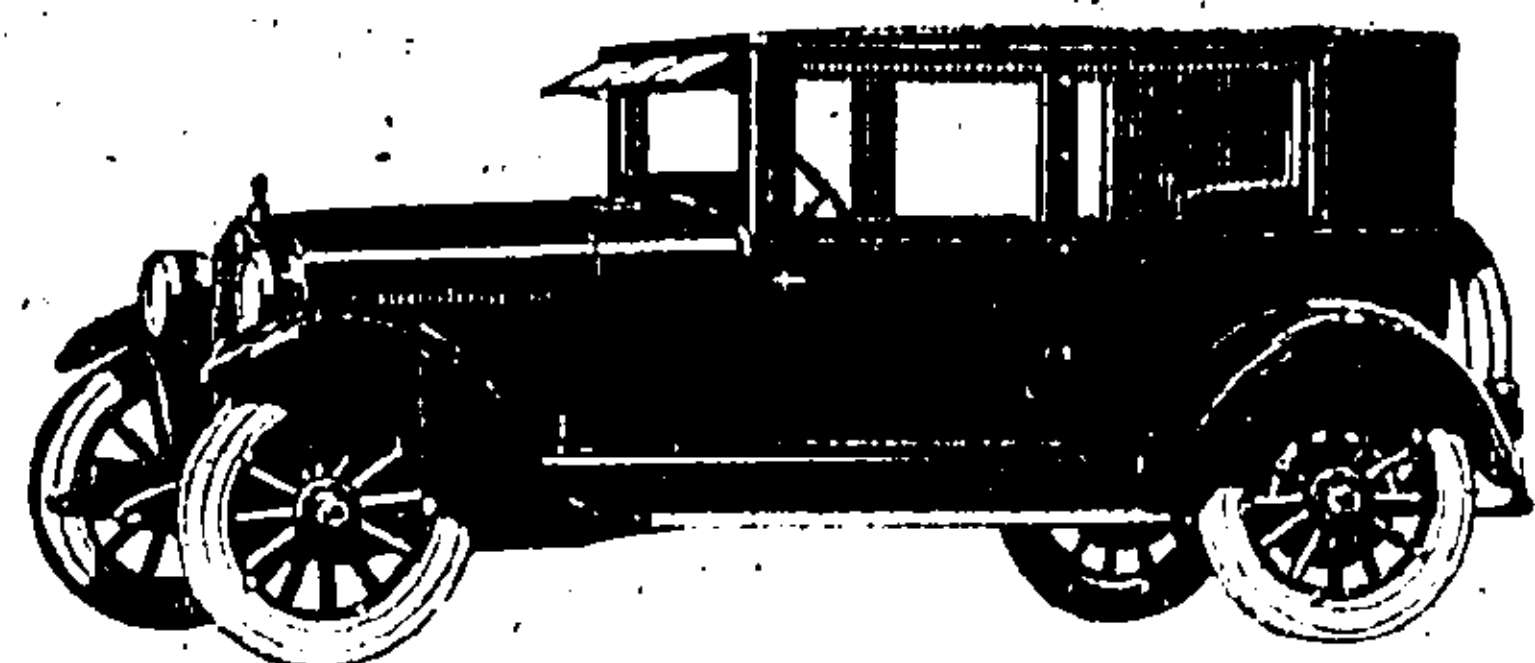
HENRY FORD.



The latest picture of that dominating figure, Henry Ford.

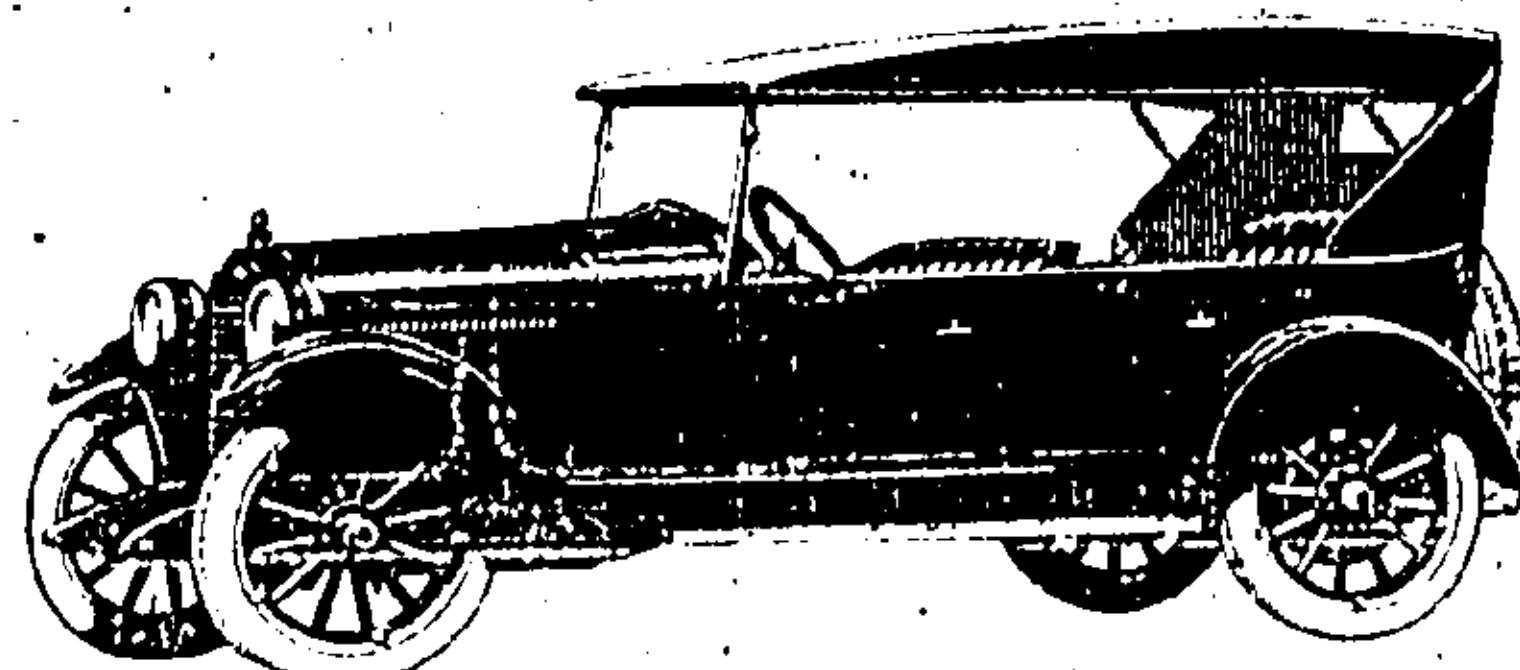
The New ESSEX

A SIX



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5-passenger Essex Touring complete with Disc Wheels, Cowl Lamps, Five Cord Tyres, and Nickel Trimmings, \$2,375



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Priced much lower, the New Essex provides a larger, handsomer body, with even greater passenger comfort than the former Essex. And its 6-cylinder motor, built on Hudson patents gives smoothness and performance distinction, heretofore exclusive to the Super-Six.

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Its abilities are as exclusive in this field as Hudson's. Think of what that advantage means. And it has in full those hidden values that keep Hudson and Essex cars like new, after thousands of miles and years of service.

So we ask this test—Take a ride. You will enjoy it—that's certain. See how handling is simplified. Starts at the touch of your

foot. Steers easily as a bicycle. In heavy traffic, throttle it down to a crawl. Then note how smooth and alert the pickup. And how easy gear shift. Easy to park too. Its low centre of gravity makes safe and comfortable driving on all roads at all speeds.

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Simple to keep in first class condition. Requires little attention. Lubrication for the most part is done with an oil can. Mileage on fuel, oil and tyres is exceptional.

No car we ever announced has met with such a reception. You must be impressed as everyone has. You too will say: "the new Essex provides ideal transportation."

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THE BUICK MODEL "50"

LIMOUSINE SEDAN.

Combining the qualities of a chauffeur-driven car with those of a closed car for family use, the Buick Limousine Sedan is a distinctive addition to the Buick line for 1924. It is another evidence of Buick's policy of furnishing a car for the majority of motoring needs.

The one-piece curved glass that separates the driving compartment from the tonneau can be lowered completely out of sight by simply turning a small handle on the back of the front seat. The car is then converted into a Sedan for the use of the owner or members of the family.

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Riding Across A Continent.

A writer in *The Motor Cycle*, speaking of a journey by motor cycle across the United States, says: "Just before Holbrook, the traveller passes through one of the most remarkable natural formations in the country. I refer to the Petrified Forest. As an

introduction, one passes through a few miles of volcanic lava in the form of greyish-white hills or mounds, and then suddenly one comes upon a scene that justifies the attention. The earth is strewn with trunks and remains of trees, some 4 and 5 ft. in diameter. Not in wood, but in solid stone of a reddish-brown

marble hue. Here and there they lie, large pieces and small pieces, as far as the eye can see. Soon there was a great forest here, with mighty leviathans towering up to the sky. Something happened. Now we see it as some gigantic ruin. A ruin, indeed, but a permanent and magnificent one.

ABOUT RUBBER.

INTERESTING NEW PROCESS.

The word "latex" is likely soon to take its place among the well-known words of the English language. It is the correct name for the liquid form in which rubber comes from the rubber tree. Rubber is now being transported to America from the East Indies in the form of latex, instead of in the blocks and sheets known to the rubber business since the beginning of its history.

Latex is a white liquid. Wherever the bark of the rubber tree is cut, the fluid runs forth, possibly a plan of nature's to heal the wound in the same manner as blood comes from a cut on our bodies. This juice is not the sap of the tree. Sap flows through the wood, but latex is contained in an inner bark, a thin layer directly beneath the outer bark.

As is commonly known most of the rubber of the world to-day comes from vast plantations in Malaya. One of the chief problems involved in bringing rubber to this country in the form of latex grow out of the fact that latex changes its form quickly after it has been taken from the tree. It has been discovered that it will remain sweet if ammonia or some other preservative is added to it in correct proportions. As a consequence of its work on this matter the United States Rubber Company is now able to carry latex to America in prime condition in the tanks of ships. This development was one of the first in a chain of recent discoveries by the United States Rubber Company which promise to revolutionize many manufacturing processes, especially the manufacture of tyres.

Forseeing the great advantages of the new processes, the United States Rubber Company has been contracting for the latex production of several of the other plantations in the Far East. This source of supply, coupled with the latex produced on its own large plantations in Sumatra and Malaya, assures the Company of an adequate supply of rubber in latex form for an extended period and with considerable advantage to the plantation companies from whom latex is being obtained.

One of the most important of the discoveries is a new method of extracting the rubber from the latex. This process gives to the world a rubber far superior to any ever secured by the old processes.

Under the old method of separating the rubber from the latex—a process known to the industry as coagulation—the latex was poured into a vat or pan. Chemicals were usually added, and so the rubber particles would come together in a white, moist mass. The rubber mass thus formed was then removed from the remaining liquid and through rollers to press out the moisture. Not only did this old method fail to utilize all the rubber from the latex but the part that remained is now known to be of great additional value.

Under the new process, a tiny stream of latex is permitted to fall on a rapidly revolving metal disc in a hot room. Highly atomized by the rotation of the disc, the latex is broken up into tiny particles. The air, intermingling with these tiny particles of rubber, dries them practically instantly without raising the temperature to a point that is harmful to the rubber. The useless liquid is carried off as vapor leaving the pure rubber behind.

The disc spray process is also of great value in that it provides a new and greatly improved method of mixing the crude rubber with the various compounds which must be added during the process of manufacture. In the past the crude rubber, arriving at the factory in its hard, dry state has been cut up and then worked into a soft dough by being passed through powerful hot rolls. The compounding ingredients were then poured over the soft dough which was run through the rolls again several times in order to bring about as even a mixture as possible.

Under the new process the other essential materials may be sprayed from the disc at the same time as the latex, and each particle of rubber receives its correct proportion to prepare the rubber correctly for manufacturing purposes.

Since rubber first became an article of commerce nearly a century ago one of the bugbears of the industry has been the utter lack of uniformity in the crude rubber as it came to the factories to be manufactured into rubber goods. There has been some

CAUSES OF CAR FAILURE.

An Interesting Analysis of Motor Car Breakdowns.

What part of a motor-car "lets you down" most frequently? Which part holds the prime place of honour for reliability? Where should we look for reasonable possibilities of effecting improvement?

I was recently discussing these queries with the manager of one of our largest car repairing depots, says a writer in the *Daily Chronicle*, and we found ourselves in disagreement!

To settle the argument, he decided to look up his repair statistics and see how many jobs of various general characteristics could be grouped under a given heading so as to make a comparison. He has just handed me the results of these investigations, and we are both wrong!

To start with, the ignition system which we all think so remarkably reliable, is the biggest sinner of all—its omission naturally! You will hardly credit that in nearly 20 per cent. of the minor cases, it was the ignition apparatus that was at fault.

Yet that is the charge brought against this mechanism, and as figures cannot lie—I refer to mathematical figures only!—we must accept the charge as proven. Unfortunately there are no separate details as to magneto or coil and battery ignition, nor to whether the cause of trouble was of those units, the plugs, or the wiring.

I should think the bulk of the minor complaints must have been plug trouble, as, personally, I have found the ignition system wonderfully reliable in post-war years—including the plugs, if they're good ones. But some few manufacturers still fit plugs which are not as reliable as they might be.

And what in the name of all that's wonderful do you think stands second on the black list? You'll never guess! In fact, I could make a lot of money having bets with you about it, only there's a house rule barring the luxury.

The second most guilty component of a motor-car is—the back axle shaft! Talk about still waters running deep, why, I would have given any self-respecting axle shaft an unqualified testimonial as to reliability.

Yet I am assured that it torques itself to a state of utter prostration so frequently (comparatively) that its "lapses" are "linguistic"—I was never good at languages—discredit it to the second place in order of unreliability.

But, in more serious vein, this is truly astonishing and a matter which needs attention. It seems to suggest that in our very desirable search for lightness we have overstepped the mark. There should be no difficulty in making an axle shaft good for 500,000 miles.

The next most prolific cause of unreliability was found to be the road accident, which I should certainly have thought took precedence to rear axle shaft as a cause of car failure.

Closely grouped after that comes wheels, springs, cylinders, pistons and brakes—all fairly reliable servants in normal circumstances, but not so well found on the list of trouble as other units.

Another important feature of this schedule is the 4 per cent. of failures due to the steering gear—a unit which should be like Caesar's wife, only more so.

At the bottom of the list—which is really the top—we find crankshafts and water circulating systems, the two most reliable units of a car's anatomy. And it was leaky radiators and water-joints which I thought would head the list.

In the four years preceding the late war, passengers carried by London buses increased by 136 per cent. as against an increase of 18.7 per cent. for the electric tramways.

Improvement under plantation methods but it can readily be seen that with so many different plantations there has been of necessity a wide variation in the rubber produced. Under the new process developed by the United States Rubber Company uniformity is at last established and one of the biggest obstacles to successful manufacture disappears with the obvious resulting advantage to the manufacturer and thus to the benefit of the consumer.

TRIUMPH

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EQUIPPED READY FOR THE ROAD WITH ELECTRIC MAGDYNO LIGHTING SET AND BULB HORN.

ENGINE.—4 h.p. Triumph, single cylinder, 85 x 97 m.m. bore and stroke, volume 550 c.c.; roller bearings to big end; decompressor.

TRANSMISSION. Roller Chain front 5/8 x 1/4 in., back 3/8 x 3/4 in. The front chain is enclosed in an oil-bath gear case.

TANK. Extra strong. Capacity: Petrol, over 2 gallons; Oil, 2 pints.

TYRES.—26 x 3 in. Dunlop Magna.

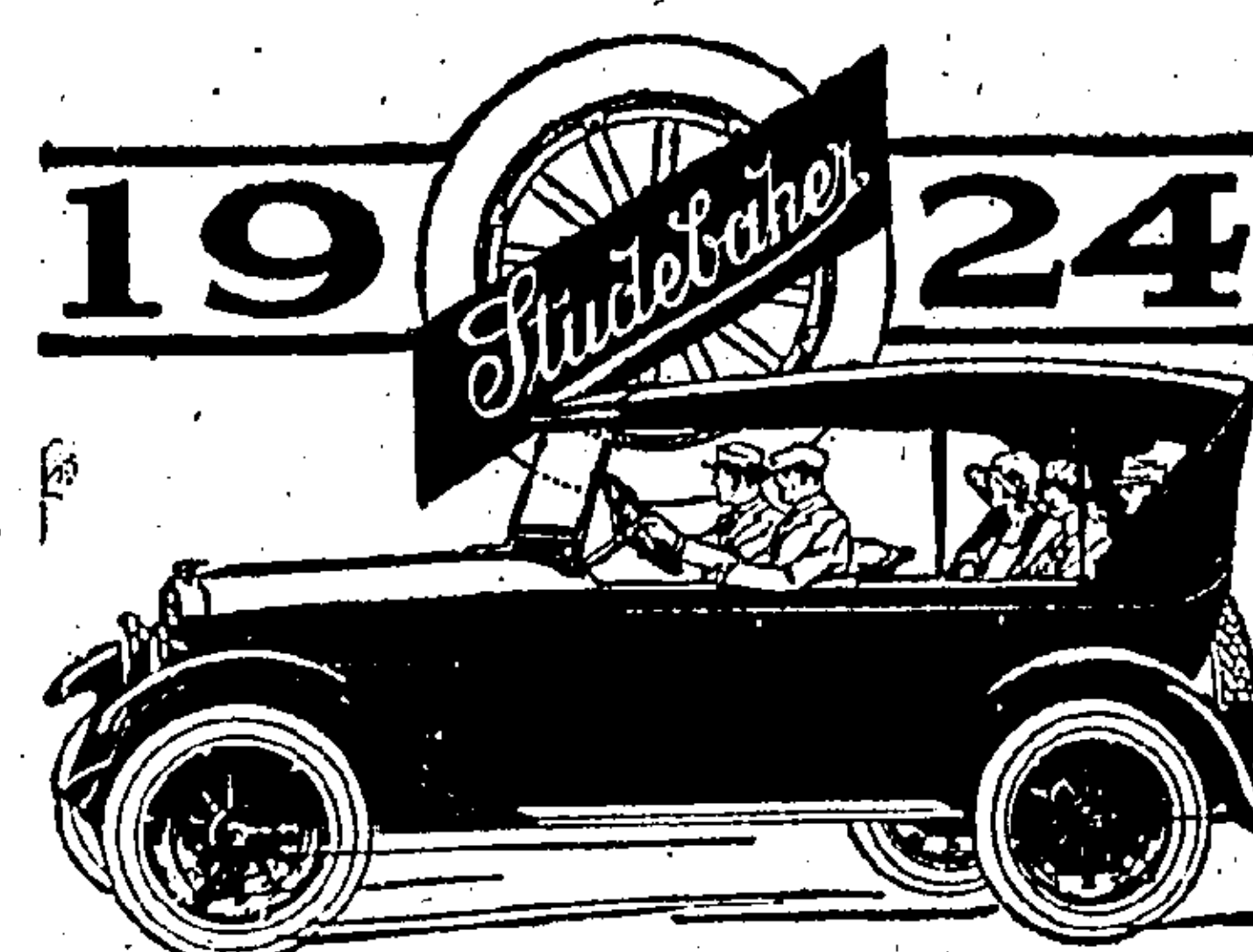
BRAKES.—Registered design compensating foot brake. Front internal expanding on wheel hub.

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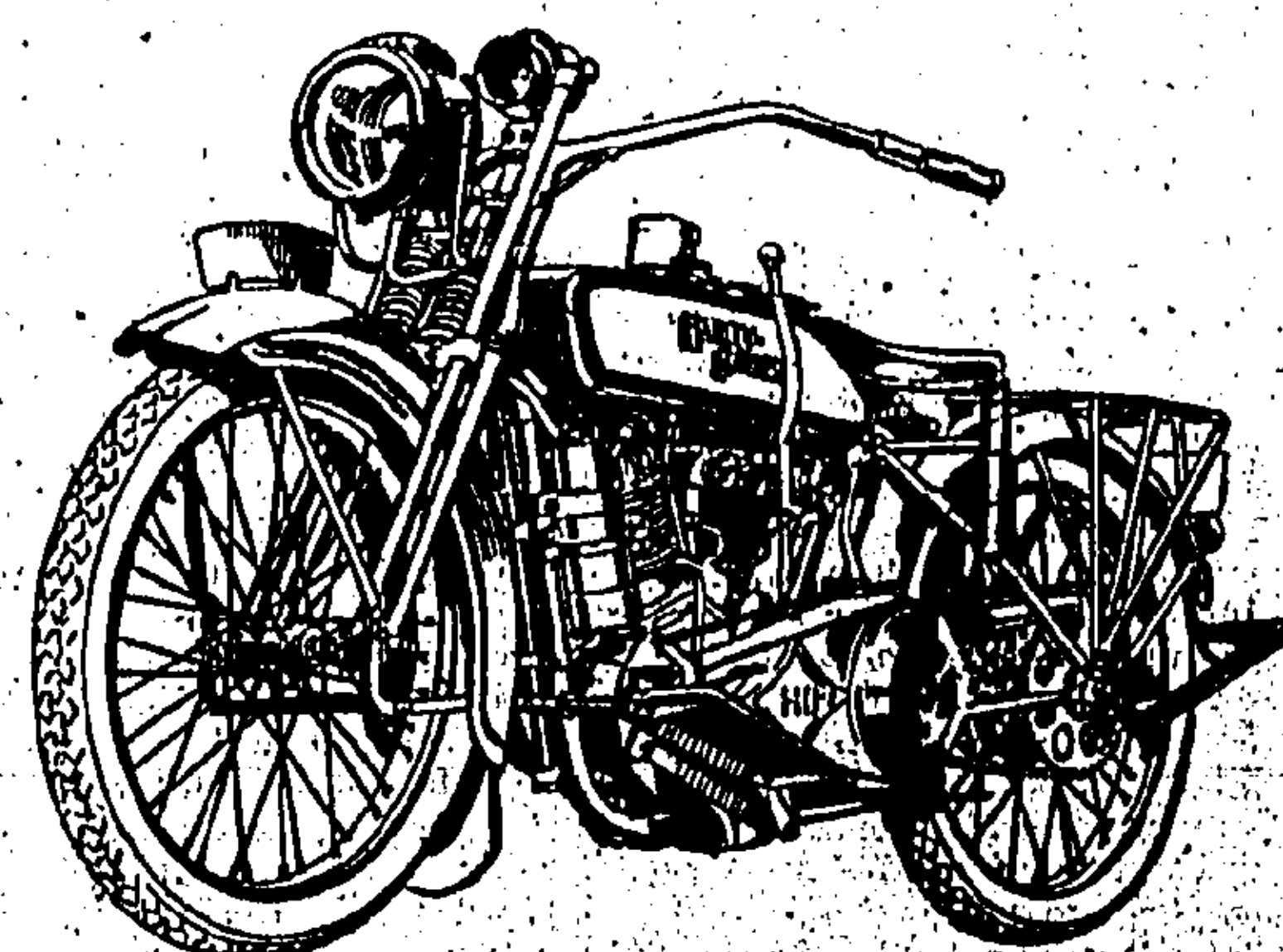
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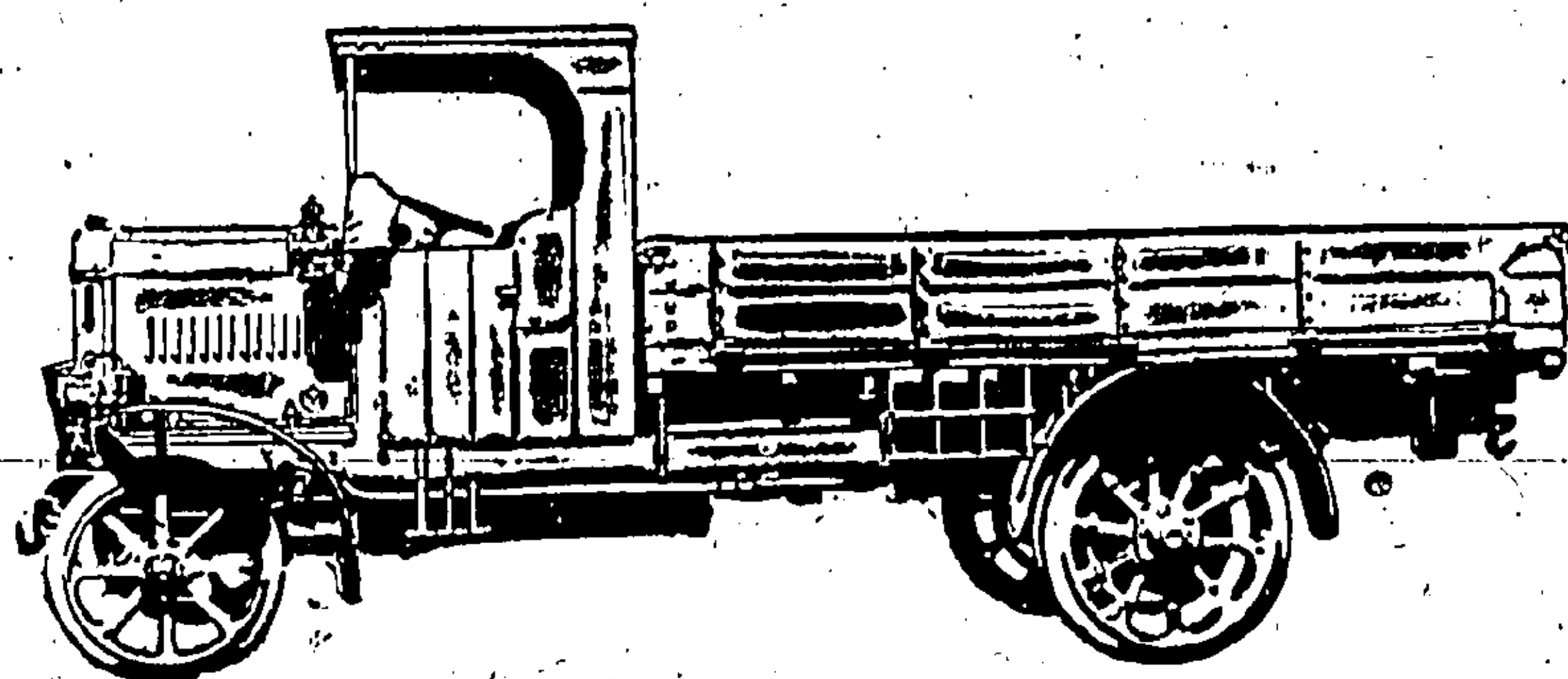
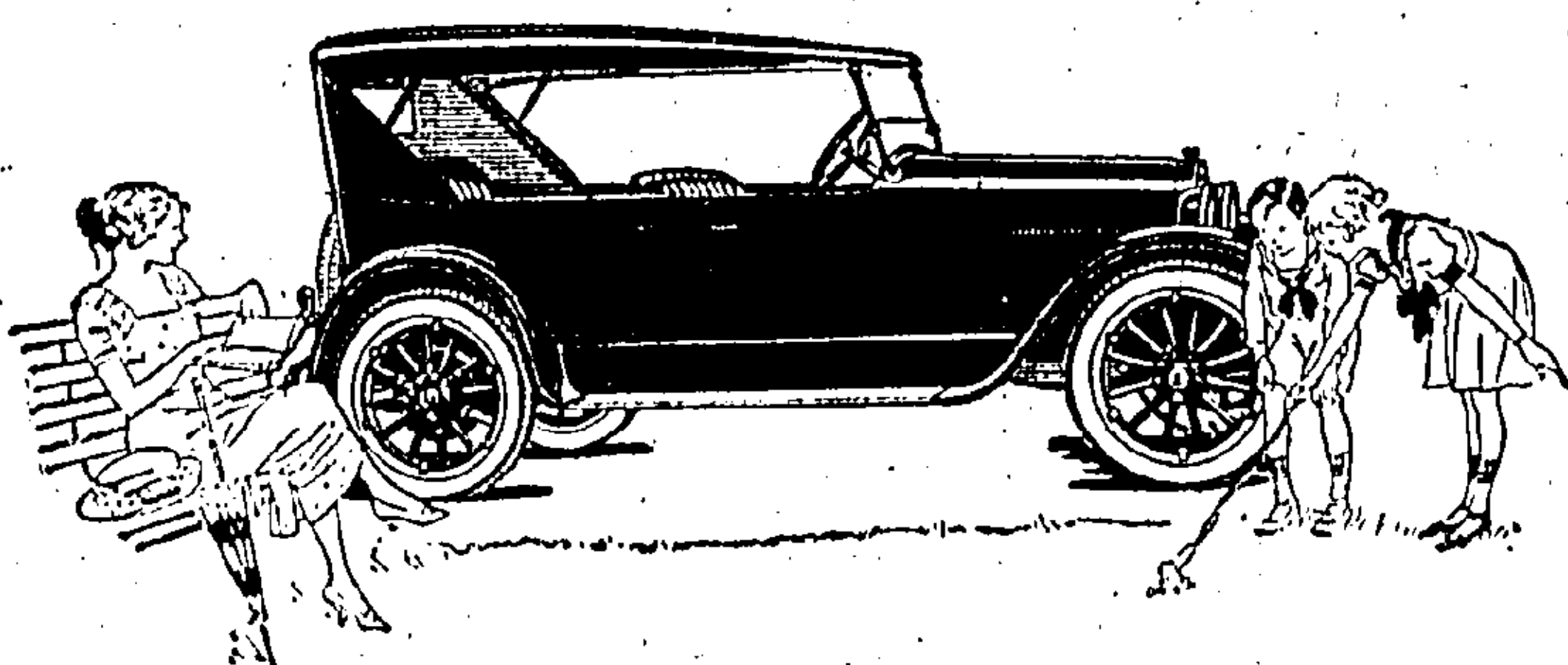
The price of the Standard Model five-passenger Touring Car, complete with Magneto and with five Cord Tyres is \$2400.

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HE WOULD DESCRIBE IT AS AN ESSENTIALLY HIGH-CLASS, WORM-DRIVEN MACHINE, BUILT ON THE ORTHODOX LINES OF BEST ACCEPTED STANDARD PRACTICE. THERE IS NOTHING EXPERIMENTAL OR DARING IN THE DESIGN. THE CHASSIS IS JUST A REPRESENTATION OF RIPE EXPERIENCE ACCUMULATED OVER TWENTY YEARS OF SOUND WORK."

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How could you describe in fewer words the essential features of the machine you need for your transport services. Here you have up-to-dateness in design, soundness of construction, quality of material, dependability—all combined with, and benefiting from, an experience of motor manufacture which dates back beyond the passing of the Light Locomotive Act, in 1895.

BRIEF SPECIFICATION:—

30 h.p., 105 x 150 mm. engine, forced lubrication to working parts by gear-driven pump, large oil sump in crankcase, high tension waterproof magneto, external Fordo-lined clutch, gate change 4-speed and reverse gearbox, with direct drive on 4th speed, steering by worm wheel sector, Dennis worm-driven back axle, etc. The hand brake is of the expanding type, and the foot brake acts on a drum behind the gearbox, both brakes being easily adjustable by hand nuts in accessible positions. All chassis are fitted with front mudguards and Dunlop solid tyres, and supplied with 1 head, 1 tail and 2 side lamps, tool kit, lifting jack and horn.

MOTOR CYCLE FOOTBALL.

Game Becoming Popular at Home.

Sometimes those of us who are concerned with the popularising of motor cycles and the sport generally, are forced to the conclusion, says a writer in *The Motor Cycle*, that the sympathies of the general public are not always with us, because the appeal of the motor cycle is so largely technical.

To the man-in-the-street a motor cycle reliability trial is either a race or a meaningless procession of numbered machines. Speed trials attract the general public often only to bore it, and hill-climbs, since the modern choice of 1 in 20 grades has obtained, are little better.

But the public will flock to see a sporting motor cycle football match. Keen motor cyclists rather scorn the gymkhana type of event. But have you ever seen a motor cycle football match? It is a man's game! Just a spice of danger and a real demand on skill, nerve and judgment. A game to hold the interest of the most apathetic audience.

Without wishing to start a discussion as to priority, there can be little question that the Middlesbrough M.C.C. was largely responsible for the popularity of the game in the North during 1923 will and for the interest which undoubtedly attach to it this year. The first important game was played at Richmond, on Good Friday last year, between Darlington and Middlesbrough. At Ripon, during Whitsuntide, the same teams played again, while Middlesbrough also played York. F. W. Dixon, I believe, suggested the game to the Middlesbrough Club originally, and his own participation on a miniature two-stroke at Richmond provided a most hectic display. Leeds and Bradford have also played games, and wherever they have been held the excitement and enthusiasm of the public have been intense.

Rules for the game are quite simple, and those adopted and printed by the Middlesbrough Club are as follows:

1. The game shall be played by the six, aside upon a field of similar dimension to that of Association football and follows Association rules in general, with the following exceptions.

2. The period of play shall be 15 minutes each way, with an interval of 5 minutes. Commencement of play as follows:—Each team shall line up on own goal line, and on referee blowing whistle, each team to proceed towards ball which shall have been placed on the centre spot.

3. On the ball going into touch the linesman shall throw the ball into play over his head, facing away from the field of play.

4. Owing to the difficulty in kicking the ball the necessary distance, corner kicks shall be taken midway between the corner flag and the goal post and on the goal line. As soon as the referee blows the whistle for game to proceed all players to get on the move.

5. No handling of the ball allowed by any player under any consideration.

6. The referee may, at his discretion, award a free kick against any player who deliberately comes to a standstill in order to kick the ball. Foul or dangerous riding may also be penalised by a free kick being awarded against the offending player. Free kicks to be taken as Association football.

7. Should a player be unable to continue, no substitutes are allowed. A player may, however, change his machine during the course of the game.

8. During the taking of a penalty kick the opposing team are allowed to line their goal, but must face the field of play.

9. The ball must not be allowed to be kept in contact with a player's machine.

10. It is impossible for a player to be offside.

FOUR FORWARDS AND TWO BACKS.

It is usual to arrange the players as four forwards and two backs; generally there is no goalkeeper, although sometimes there may be seven a side, in which case one player might remain in goal. This leads to obstruction, however, and in any case the goal-keeper's engine gets rather hot and his clutch still more so.

Mr. W. A. Donovan, hon. secretary of the Yorkshire Centre A. C. U. and the Bradford club, who has frequently acted as referee, adopts the above regulations and adds:

penalty may be given for any deliberate obstruction."

Very little serious danger attaches to the game, but the method of commencement might lead to head-on collisions, and Mr. Donovan has suggested modifying the method outlined so as to obviate this. Mr. A. V. Butters, hon. secretary of Middlesbrough M.C.C., reports that in all the games played no one has been hurt, and damage to machines has been confined to bent foot-rests and mudguards. The ideal machine should possess good acceleration and good brakes.

PUBLIC INTEREST.

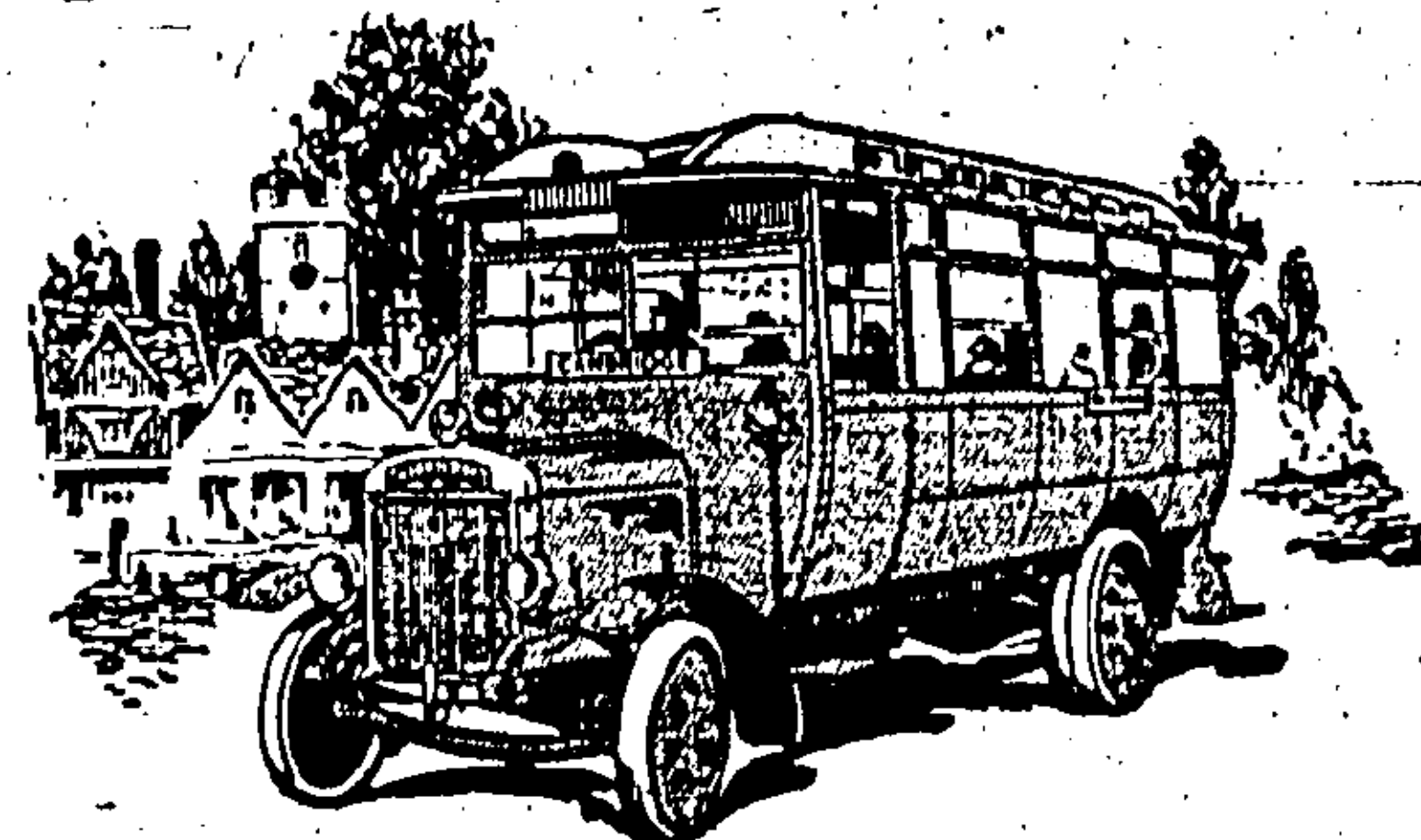
The game is easily followed and exciting to a degree, especially if kept "open" by good hefty kicks. Nonmotorists are as interested as keen riders. For example at Bishopton, the villagers became so enthusiastic on seeing the game for the first time that they subscribed for a cup to ensure further games amongst local clubs. Again, at the Ripon Carnival last year the game was so successful that the Carnival Committee immediately decided to provide a handsome trophy, available to Yorkshire clubs in 1924.

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BRITISH RECORDS.

A REMARKABLE SUPREMACY.

A study of the list of world's and Brooklands' records standing at the end of 1923 shows the Sunbeam car in a position of remarkable supremacy, holding no less than 106 distinct records. Noteworthy among these is that for the fastest lap ever recorded at Brooklands. For this the speed was 123.39 miles per hour and the record stands to the credit of Mr. K. Lee Guinness. The same driver also claims for his Sunbeam the highest speed of all recorded in the official list, namely, 140.51 m.p.h. for the flying half mile.

Among the world's motor cycles none was more prominent during the year than the A. J. S., though this, make, after four successive victories, just failed to secure the Junior T. T. Trophy. The little 2½ h.p. machine was, however, credited with the fastest lap over the course of 373½ miles, which was covered in 38 minutes. Subsequent A. J. S. successes were in the Scottish Lightweight Speed Championship, the French Grand Prix, the Italian Grand Prix, the 350 c.c. Championship of the Rand, and, as lately as January in this year, the first and second positions in the 400 c.c. Championship of Australia fell to the same make of machine.

While talking of speed records, it is rather interesting to read in *The Motor Cycle* that, in Australian Trials, greyhounds have shown themselves able to cover half a mile in forty-two to forty-four seconds. It was, of course, proved years ago that a good greyhound is far faster than the best racehorse over this distance, and it is evident that he can also give the racing motorist or motor cyclist a good, if short, run for his money.

LYMPNE GLIDER CONTEST

87½ MILES

flown on 1 gallon
of Shell!

Flight-Lieut. W. H. Longton, in his great achievement on a Wren Monoplane, in the "Daily Mail" £1,000 Prize Glider Contest at Lympne, used

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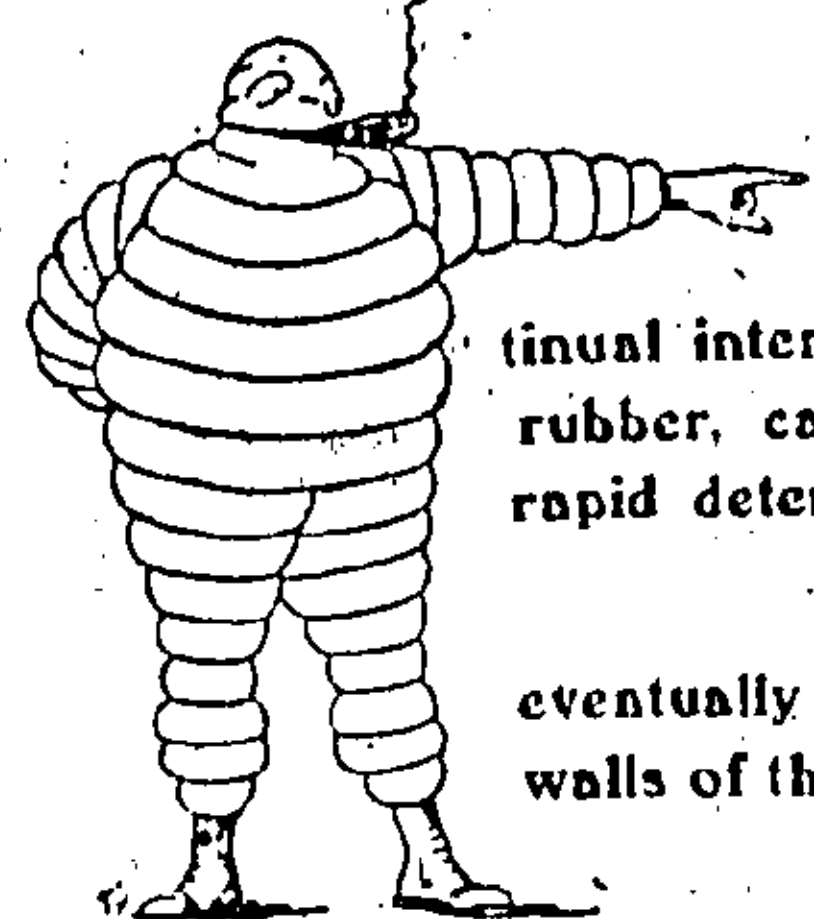
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Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly—buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

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Cleanliness
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Dr. E. H. Folton, M.B.E.
The Rev. F. W. Hassard Short, M.A.C., T.A.
and many others too numerous to mention.

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100 to 115 miles per gallon of gas. 35 miles per hour. This means safe, sane driving without speeding.

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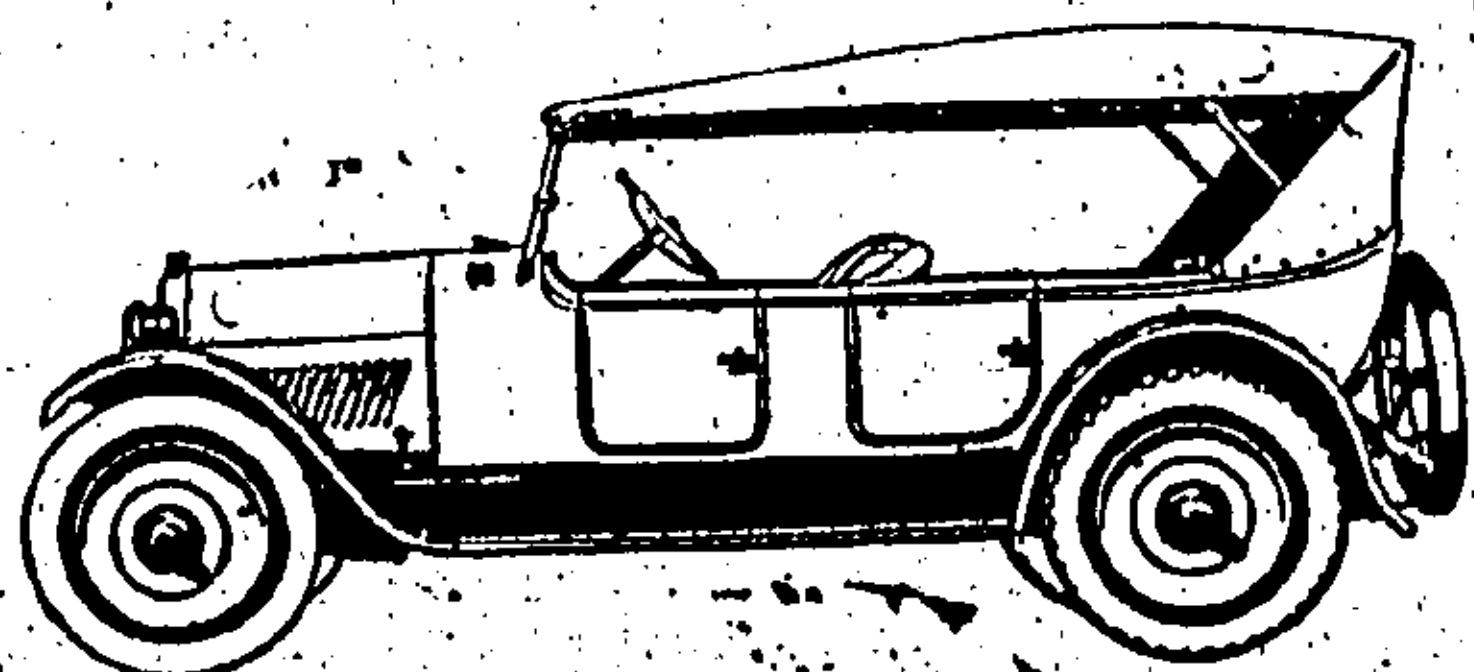
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SIX-WHEELED BUSES.

Motor bus companies are showing great interest in the possibilities of 6-wheel buses. In England the six-wheel lorry is becoming increasingly popular, but at the moment 6-wheelers for passenger carrying are not allowed by law. In France, however, it is different, and there the Paris Bus Co have for some months past had in regular service over fifty 6-wheel motor buses. According to Motor Transport, these vehicles are proving extremely satisfactory, their great advantage being that they enable a smaller staff to be employed for a given passenger capacity. A 6-wheeled Paris bus carries forty-eight passengers, while an ordinary 4-wheel bus seats thirty-eight passengers. Each bus requires two men to work it, and the use of the 6-wheeler on one route alone saves thirty men.

TESTING HORSE POWER.

Tremendous Pull By Champions.



"Pete" and "Bob" Pulling Against The New Dynamometer.

Chicago, March 15th.—"My strength is as the strength of ten," would be a comparative boast for a pedigree draft horse, properly trained and conditioned.

For "Pete" and "Bob," champion draft horses of America by virtue of their survival of tests by the newly invented tractive dynamometer, the phrase would be an understatement of their powers. The result of the tests must be a revision of conceptions of what is a "horsepower," according to Mr. Wayne Dinmore, Secretary of the Horse Association of America.

"These two horses exerted a tractive pull of 2450 pounds continuously for six seconds, moving their load 12 feet," says Mr. Dinmore.

"Tractive pull is the measure of energy expended in pulling a load. Now let me translate that performance into familiar terms. Here in Chicago a load of coal weighing ten tons with the wagon is ordinarily drawn by three horses. It takes a tractive pull of 1600 pounds to start such a wagon; but in less than a second, when the wheels begin turning, the energy required is greatly reduced.

"These champion horses, two of them as compared with three hitched to the coal wagon, exerted a pull half again as great as the loaded wagon, and kept it up without slackening for six painful, straining, fighting seconds."

CONTRIVANCE IS AUTOMATIC. The horses, owned by the Sheffield Farms, New York, set their record in tests conducted by the horse association in New York. There were similar tests held earlier at the Iowa State Fair, following invention of the dynamometer by Professor E. V.

Collins of Iowa State College. The machine looks much like a farm wagon. Its wheels may be locked by hydraulic power, not to be released until a certain pull is exerted. Whenever the pull is reduced, the wheels lock again.

"John Coffey, driver of the winning team, never touched them with a whip, or even cracked it at them," says Dinmore. "As an accelerator he had three pebbles in a tin can, and when he wanted to stir their best effort he rattled the can. He is one of the best drivers in the country."

The Development of the Small Car.

Many of those who will be in England in connection with the forthcoming British Empire Exhibition, will arrive from countries where the anomalies of the British system of taxing motor cars do not exist. They have therefore had no inducement to use any but cars fitted with large engines, and are possibly not aware of the efficiency and economy of the modern British small car. They will have an excellent opportunity during their stay in England of witnessing the prowess of such machines during the course of the Royal Automobile Club Six Days' Trial for cars limited in engine capacity to 1,600 c.c.

HOMES OR CARS?

American Economist's Opinion.

Home ownership should come before automobile ownership, yet only half those driving motor cars to-day can be said to live in their own homes!

With this significant statement, Mr. Roger W. Babson, noted economist and statistician, opens a broadside against the unbalanced expansion of the automobile business in relation with the other basic industries.

"The time to buy an automobile comes when a person has a house paid for, or he at least has a fair equity in it," explains Mr. Babson. "Or he should have the equivalent of this in securities."

"People used to buy a machine only when they could afford it. Now they cut down on clothing, household furnishings, mental advancement, for the sake of the car. The automobile is gradually lowering the standard of living and this is dangerous."

Automobile manufacturers have been killing the goose that lays the golden eggs, he adds, by this abnormal stimulation of their business.

"We meet business trouble in this country," he explains, "when one industry gets out of line with the others. Remember, I believe in the automobile industry and I think the country owes a great deal to it as a permanent basic industry. But the best thing in the world can be overdone. The soundest prosperity consists in keeping a balance among all basic industries."

Despite the contention of automobile manufacturers that the automobile is a necessity, Mr. Babson estimates half of the cars on the streets to-day may be considered luxuries. His idea when a motor car becomes a luxury is this:

"When an automobile increases a man's efficiency it's a necessity. But when it does not do so, or when the money for a car, if invested in something else, would increase the man's efficiency more than the machine, then it becomes a luxury."

"When a workman goes to his factory in a Ford, leaves it outside for the day and thinks he's saving car fare, when the depreciation alone on the car is 30 cents a day, then that car certainly is a luxury."

The answer to the whole situation believes Mr. Babson, is the institution of the budget in every home.

"Every man should have a budget, whereby he definitely puts aside certain proportions of his income for rent, food, education, pleasure, savings, and other things that go into the average family life. Thus he can

soon see whether he ought to have an auto.

"If he can continue to save a reasonable amount for a rainy day, not cut down his standard of living, and still have an auto—fine."

"But to give up savings or cut down the standard of living for an automobile is unwise and unsafe."

"It just resolves itself into the matter of keeping a budget. By this means any man can answer the question himself."

A record in gasoline production was established last year when more than 7,555,000,000 gallons of this fuel were produced in the United States. This was more than a fifth over the 1922 production. Consumption of gasoline increased slightly more over 1922.

Teacher (jocularly)—"Do you know anything worse than a giraffe with a stiff neck?"

Pupil—"Yes, sir."

Teacher—"What?"

Pupil—"A centipede with corns."

First Constable—"Did you get that feller's number?"

Second Constable—"No, he was going too fast for me. That was a pretty lookin' gal in the back seat, wasn't it?"

First Constable—"She sure was."

"Why are girls like automobiles?"

"Because the paint and lines attract you, but if there isn't anything under the hood you don't want 'em; and it isn't the original cost, it's the upkeep."



a car is as good as its
ACCESSORIES

MOTORISTS who keep their cars in top form realize the value of promptly replacing a wornout, faulty part.

Our big stock of Tires, Tubes, Parts and Accessories is of great convenience to car owners.

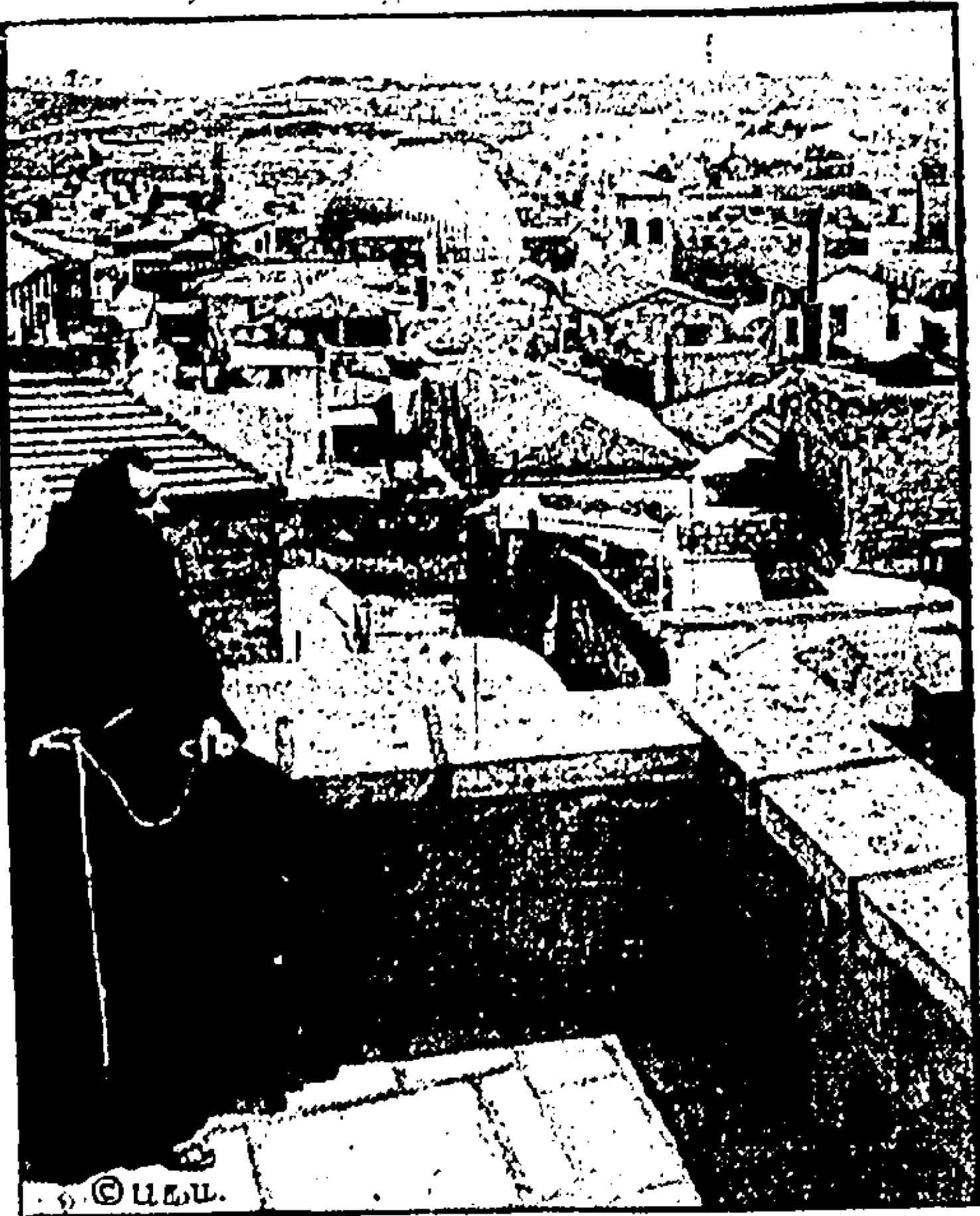
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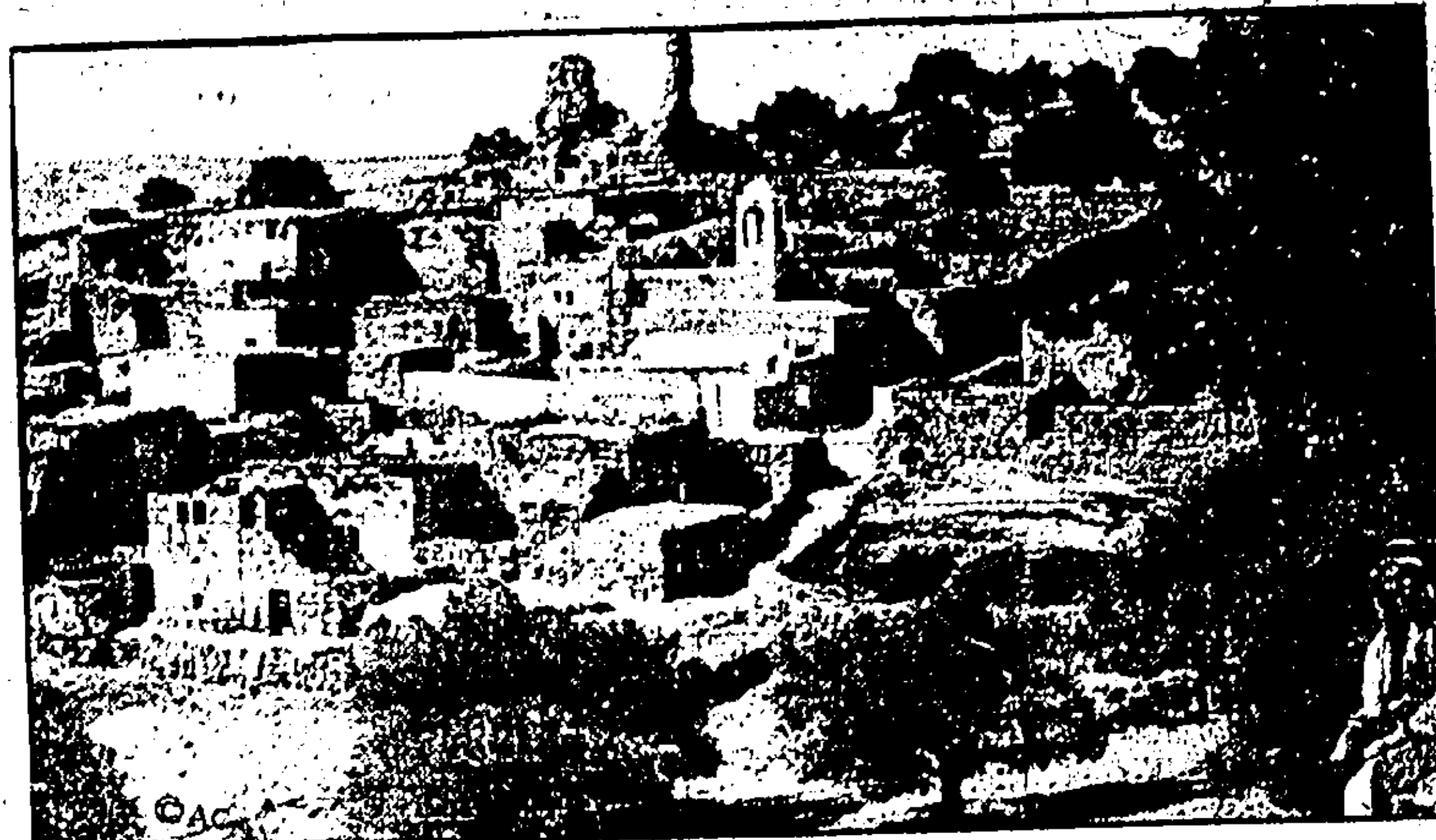
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**MOUNT OF OLIVES
FROM
JERUSALEM**



Mount of Olives, from Jerusalem. Over this hill, Christ rode in triumph into the Holy City. He crossed it daily while staying at Bethany. It was here he preached his Sermon on the Mount, and wept for Jerusalem. In Gethsemane Garden, on its south side, he was betrayed by Judas.



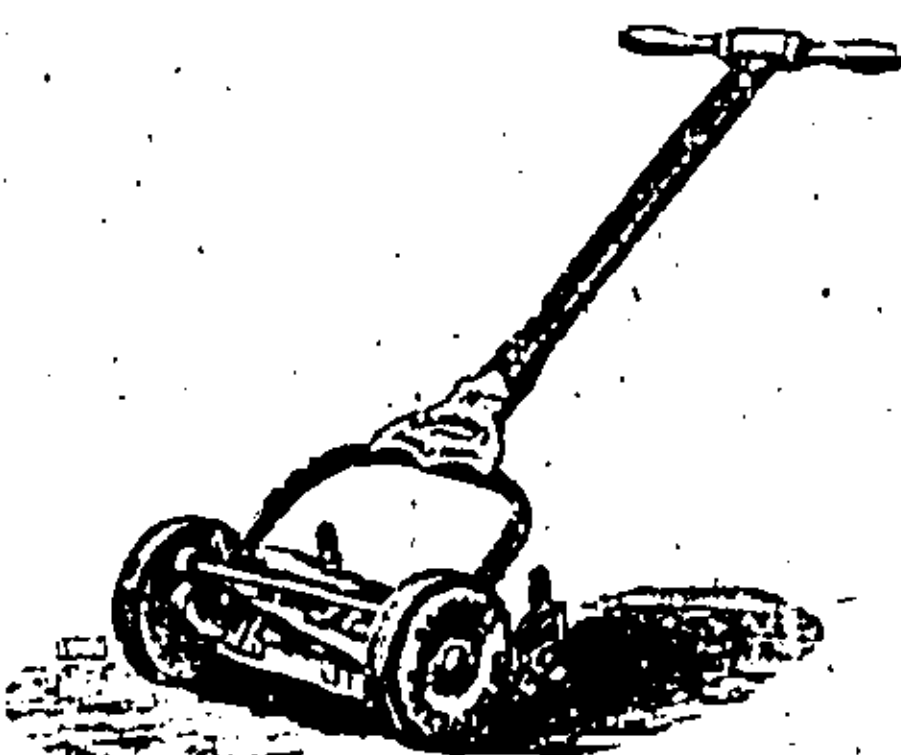
Top - Tower of David, Jerusalem, believed to be erected by King David.
Bottom - Bethany, the place where Our Saviour lodged whilst preaching in Jerusalem.

**"... THE STONE
WAS
ROLLED AWAY."**



Rolling stone at a tomb. It was in such a grave as this one that Christ's body was placed—and just such a stone was rolled away the morning of the First Easter.

**WHY "RANSOMES" ARE
THE FAVOURITE BRITISH LAWN MOWERS.**



They are of high-class construction durable and the most reliable machine on the market. They are manufactured by the oldest and most experienced firm in the Lawn Mower Trade, in a modern, up-to-date factory. They are not new, untried machines, but have proved themselves during many seasons and under all conditions.

THE "LION and ANGLO PARIS". Because of their high qualities and stability—have been for more than twenty years, and still are, the most popular side-wheel British Lawn Mowers.
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Established **LANE, CRAWFORD LTD.** 78 years.
Everything for your game of tennis. Our easy to remember Telephone No. 4597.

SPORTS PARS.

Interesting World Items.

A. C. Valentine, the Oxford University Rhodes Scholar from America, played for Oxford Scottish against Cambridge Scottish.

The formal acceptance by Great Britain of the invitation to participate in the "Walker" Cup Amateur Golf International has been received by the secretary of the United States Golf Association.

The Cambridge University cricket captain, T. C. Lowry, has been operated on successfully for appendicitis.

R. L. Morris, Edinburgh Northern, was in brilliant form for Scotland in the Hockey international against Ireland. He gave a great display at full back, and frequently saved in magnificent style. His partner, J. L. Greig, Aberdeen University, was also very sound.

H. W. Stevenson, the billiards player, is to tour in Canada and later in Japan and China. He is a much-travelled man, having been round the world on four occasions, besides having visited South Africa frequently.

Berwick Golf Club have decided to extend their course from nine to eighteen holes.

The number of organised Rugby clubs in Scotland at the present time is at least four times greater than was the case twelve years ago.

P. Hendron, the cricketer, is to be stage manager and musical director at a concert in aid of a Catholic church. He is a capital entertainer.

G. E. C. Wood, the Kent cricketer, was married the other day. He is a triple blue of Cambridge University—Cricket, Rugby, and Hockey.

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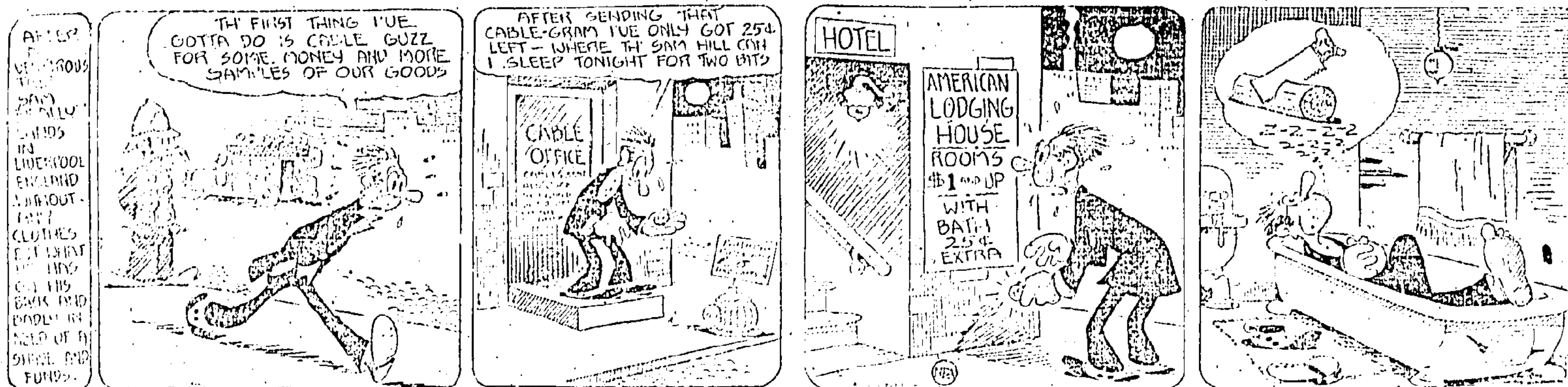
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A PAGE FOR THE KIDDIES.

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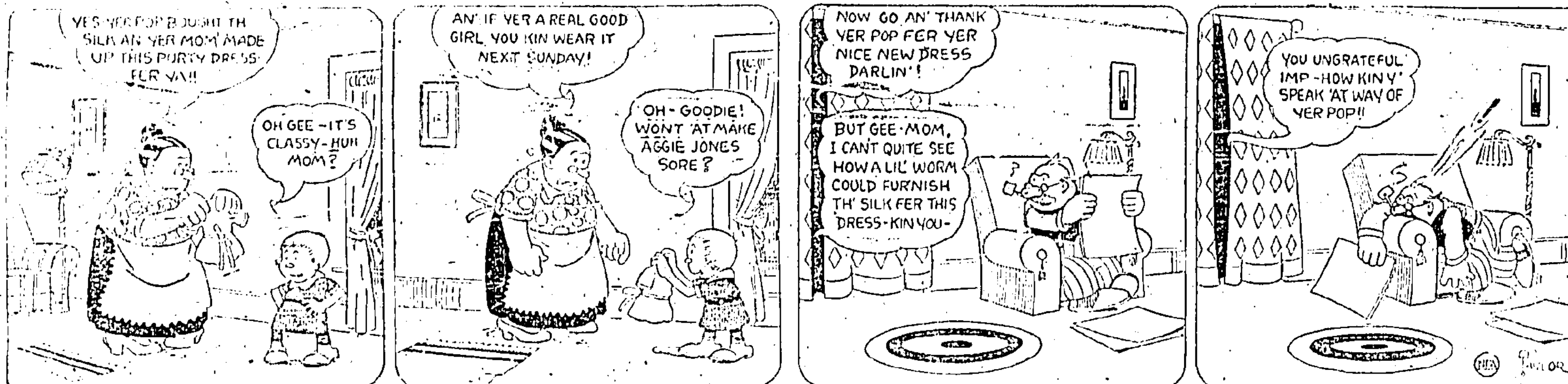
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MOM'N POP

Amy Is Puzzled

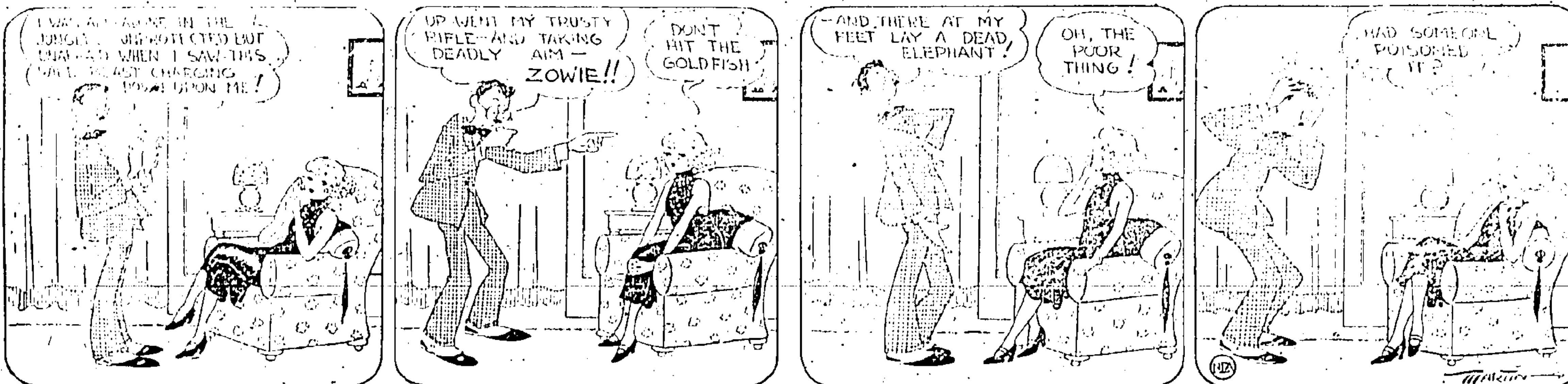
By Taylor



BOOTS AND HERB UDDIES

A Wild Story

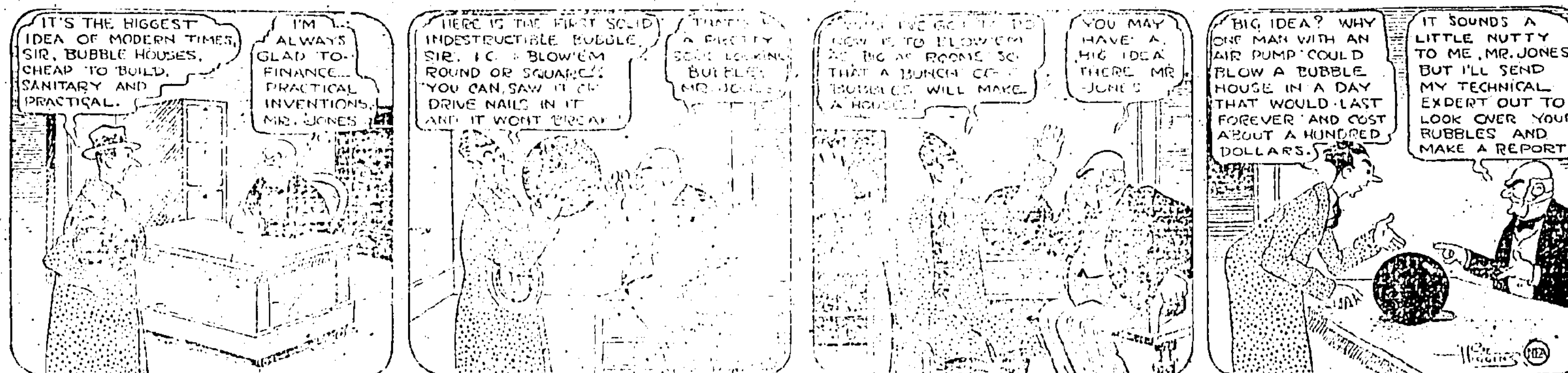
By Martin



ADAM AND EVA

A Financial Conference

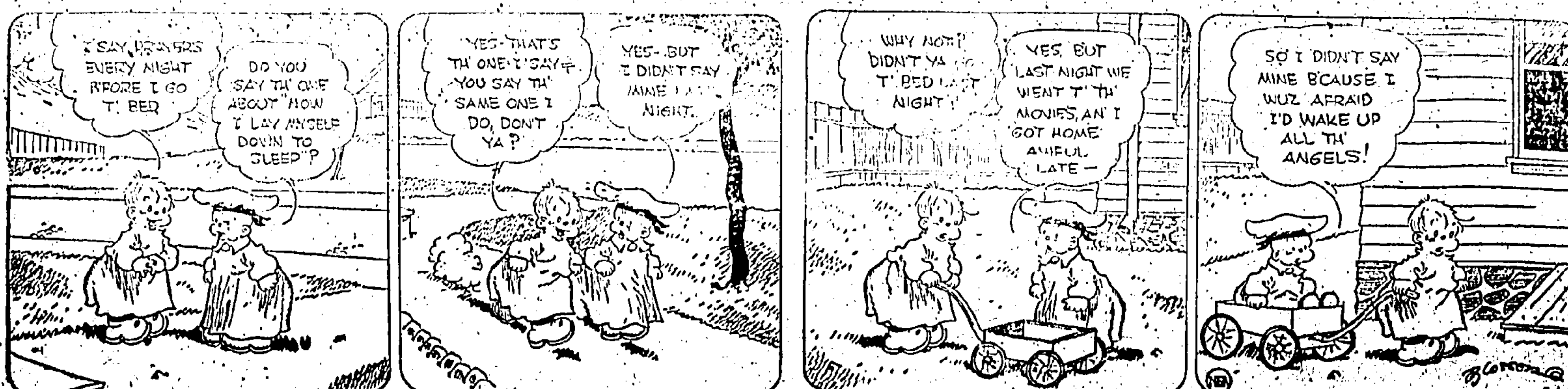
By Cap Higgins



FRECKLES AND HIS FRIENDS

Keeping Late Hours

BY BLOSSER



For Your Baby.

In 8 lb. 1 lb. & 4 lb. Tins

FUNNY STORIES.

Too Long A Shot.

Said the sporting master of the house to his butler: "I'll bet you've been at my port, Jeavas."

"Excuse me, sir," returned the butler loftily, "I never bet."

Symptoms.

"Pardon me, professor, but last night your daughter accepted my proposal of marriage. I have called this morning to ask if there is any insanity in your family."

"There must be,"—Tale Record.

The Last Rites.

Papa: I hear that Charlie Green is going to be married next week.

Little Robert (whose ideas on the subject are somewhat confused): The last three days they gave him everything to eat he asks for, don't they, Papa?—*Yorkshire Post.*

What She Ordered.

"Now, children, said the teacher, write down all you have learned about King Alfred, but don't say anything about the burning of the cakes; I want to find out what else you know."

Half an hour later was Jeanie handed in her effort.

"King Alfred visited a lady at a cottage, but the less said about it the better."—*Tit-Bits.*

Heard a Noise.

Jones made a topping crystal set (as far as looks went) and connected up with pride and boundless hope. As soon as he got the headphones to his expectant ears he, like Gilbert's Major General "thought he heard a noise." It was a faint imitation of a brass band, miles and miles away.

He pulled the receivers away and the music swelled—he put them back, and again the music faded.

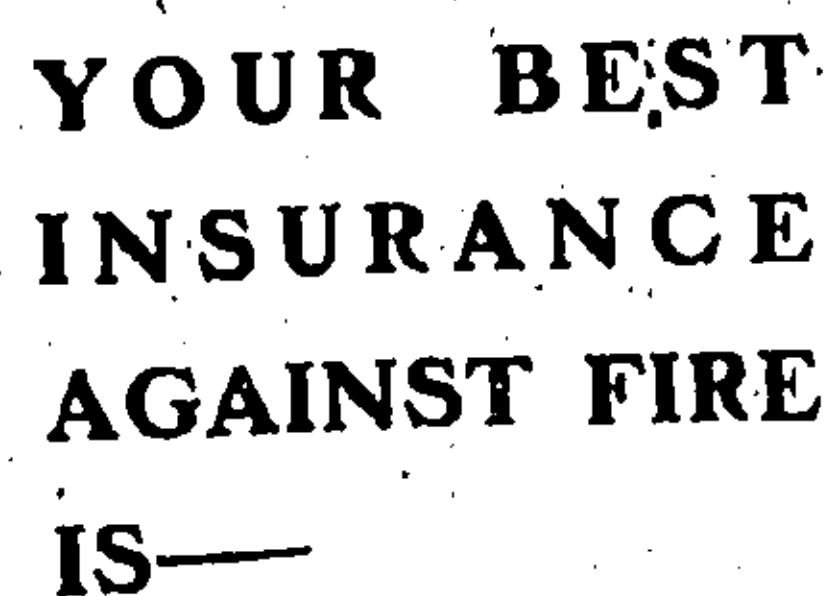
It was most disappointing and amazing. He would have been touching this and that until now if his wife had not just popped into the house and mentioned that the Salvation Army band was playing at the end of the street.—*Manchester Guardian.*

Three Ways.

The Englishman meets his girl before he goes to the theatre.

The Scotsman meets her inside the theatre.

The Jew meets her when she comes out.



FURTHERMORE

The initial outlay is negligible compared with the thousands of dollars you run the risk of losing should a fire break out in your home.

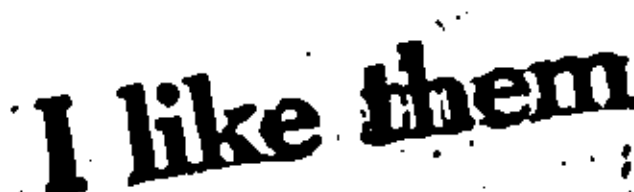
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They Satisfy

—and the blend
can't be copied

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CIGARETTES

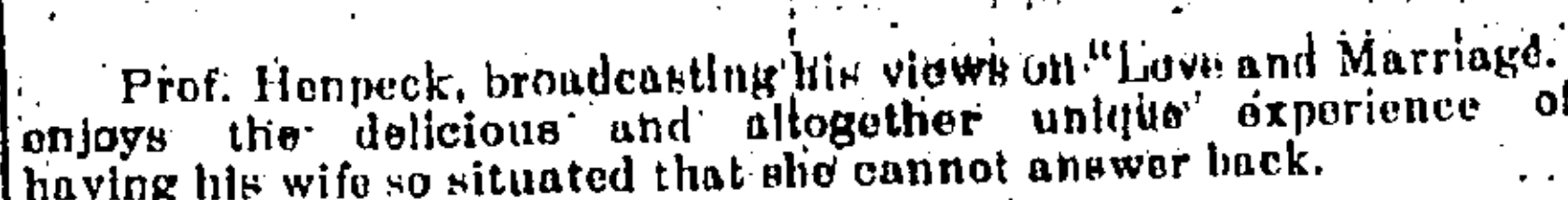
Some Hints About Aerials.

Erect your aerial as high above all surroundings as you can. A short, high aerial will give better results than a long, low one under the same conditions. If you are erecting it on a roof, have it as high above the roof as possible - not a few feet about the slates.

The writer would not recommend the twin aerial for other than experimental purposes, provided a fairly long single wire is practicable, since the extra expense and trouble involved, and

All that is necessary is to attach one end of your 100 ft. to an insulator, measure from this point the length of your aerial, attach another insulator, and use part or all of the remaining length for your lead-in. The insulator at the lead-in end is best attached by binding the wire to it with tarred string, or something similar.

Another point which for no apparent reason nearly everybody overlooks is the advantage of keeping the two lead-in wires from a twin aerial separate until they reach the instrument room. Text books frequently advise joining the two wires and having a single lead-in. By the use of two separate lead-in wires joining at the instrument table, the twin aerial can be used for receiving on the longer wave-



THE WIRES.
Copper wire is nearly always used nowadays, its chief advantage being good conductivity, and its chief disadvantage a low tensile strength. In view of the latter property the reader may prefer to use harddrawn copper or phosphor-bronze wire, obtainable at a slightly increased cost. Stranded wire is very suitable, since it possesses a greater surface than the single wire; 7/22 or thereabouts gives very good results.

Large regulators are quite out of place on a receiving aerial. Not only are they unnecessary, but they increase the weight of the supports. For a single wire, two, or at the most three, small insulators of the egg, rat or shoe type are quite sufficient. If two wires are used, one insulator at each end of each wire, and two between the spreader and the support, are all that are necessary.

The load-in is the weak point in many aials. The best way to have it in

THE MASTS.

An item of considerable importance in aerial design is the almost inevitable mast. Do not use flimsy material. A bamboo mast consisting of three or four pieces bound together seldom makes a satisfactory job, and is usually not worth the trouble. A metal mast is probably the best type if properly erected, but those cost money. Old scaffold poles are cheap, and a good sound specimen, if trimmed up and given a few coats of paint, is quite suitable.

The rope used should be thick enough to withstand a much greater strain than that imposed upon it by the weight of the aerial. It should be free from knots, and long enough to allow of the aerial being lowered to the ground without getting out of reach. Stranded iron wire should be used for stays, galvanised to prevent rusting. For V's a twin aerial iron wire is suitable, or provided the aerial is not too heavy, insulated cable

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COMPLETE SET OF PARTS TO MAKE UP A THREE
VALVE SET, ALL IN ONE CABINET

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CHAMILLY. The peculiar delirium of Chamilly is here in the outline of the patient with a single fact unfamiliar all severe. Although most of the other facts of the case, so large extent known under the name of the Galesburg peculiarity, are true Chamilly is the supposed case of the "sane" (no gross) The supposed case is known, ultimately, as the "Point de Point" or the "Point de Chamilly" and it may be taken as an existing indication of genuine Chamilly.

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PROOF OF POPULARITY

A written reply by the Postmaster-General to a Parliamentary question shows the extent to which broadcasting has been taken up by the British people. On January 31 about 638,000 wireless receiving licences were in force. The total amount actually paid to the British Broadcasting Company by the Post Office to date is £71,450; but subject to Parliamentary sanction, and to their obligation to return any ultimate surplus, as provided in their last agreement with the Post Office, the total amount the company will be entitled to recover in respect of the fees on these licences will be about £348,000.

THE PLATINUM LURE

An attempt has been made to steal the metre measure which serves as the international standard for the metre length. This measure made in platinum, is kept in the Pavillon de Breteuil, near Savres. The keeper, while going his rounds, noticed a man running away from the building at full speed. Near the entrance was a complete burglar's outfit with the aid of which the man apparently hoped to be able to reach the precious metre and take a large stock of platinum kept in the building. The man was caught.

100-443887-100

ample section answers the purpose quite well.

ITEMS

SONGS IN LOS ANGELES
RECEIVED.

The success of the British Broadcasting Company's experiments in transmitting programs received from the United States recently varied considerably. The first attempts, made between 11 p.m. and midnight on a Saturday, to radiate music from W.G.Y. at Schenectady and D.D.K.A. at East Pittsburgh, were badly marred by weakness of the signals and strength of the atmospheric conditions, but there was compensation later for this partial failure in good reception of songs from the station of Mr. Egleston, Anthony at Los Angeles, California, these having been first picked up by W.G.Y. and then transmitted across the Atlantic. Conditions still further improved and during a period of great freedom from atmospheric interference the programme from the Albany Hotel, New York, via the station W.G.Y. and also items from the state studio itself, were received very clearly. An official of the company stated that during the last 20 minutes the reception was the clearest yet attained in the sets.

NOTICE.

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.STEAM FOR SAIGON
SINGAPORE, AND
BOMBAY.THROUGH BILLS OF
LADING ISSUED FOR
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AND CONTINENTAL PORTS
AND LONDON.

THE Steamship,

"PADUA"

carrying His Majesty's Mails,
will be despatched from this
port at 4 p.m. on Tuesday the
22nd. April, taking Cargo for the
above Ports.Silk and Valuable Cargo for
Italy, France and London (under
arrangement) will be conveyed
by this Steamer proceeding to
Bombay and there transhipped
to the on-carrying Steamer for
Marseilles and London.Parcels will be received at the
Office until Noon on the day of
sailing. The contents and value
of all packages are required.For further particulars, apply
to—MACKINNON, MACKENZIE
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Hongkong, April, 17th, 1924.

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English made

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Platinum Dress Watches
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All in pure platinum.
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ber 1. The dedication of the
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AMBOISE	10th Apr.	12th May	8th June
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TREATMENT OF
CANCER.NEW X-RAY TUBE
PERFECTED.An important advance in the
X-ray treatment of certain forms
of cancer has been made possible
by a new type of X-ray tube,
according to Dr. Francis C. Wood,
Director of the Crocker Institute
of Cancer Research of Columbia
University, New York."The new tube, which was
made by the research engineers
of the Westinghouse Lamp Com-
pany," states Dr. Wood, "is cap-
able of giving out five or six times
the amount of X-ray which the
ordinary tube does. It will enable
specialists to treat a very much
larger number of people and treat
them much more effectively than
can be done at present.""Another advantage of the new
tube is its longer life. The present
tubes wear out very rapidly, and
as they cost over \$250 each, the
expense of treatment is necessari-
ly very high. One of the new
tubes, however, has been in use
in a clinic over three months and
is still proving entirely satisfac-
tory. This, together with the fact
that it reduces the length of each
treatment, naturally reduces the
cost of treatment.""It must be understood that in
only certain cases can cancer be
permanently cured by X-rays.
Surgery still remains our best
method of handling this disease.
We are only beginning our work,
however, and the great improve-
ments now being made in
X-ray apparatus warrant
hope that greater advances may
be expected in the future. Pos-
sibly we shall be able to cure
more cases, and certainly we
shall make a great many people
more comfortable and arrest the
growth of the disease for a short-
or a longer time."Dr. C. T. Ulrey, Westinghouse
research engineer, is the inventor
of the new X-ray tube. "Two
improvements have been incor-
porated in this tube," states Dr.
Kentschler, director of the West-
inghouse research department.
"In the first place it has a high
emissive power. This can be
better understood if we speak in
terms of electric lamps. If the
older type of tube were to be
compared with a 50-candle-power
lamp, the new tube would resem-
ble a lamp of 250 to 300 candle-
power.""The second feature of this
tube is that it is designed for use
on very high voltages. In prac-
tice, tubes are kept in service for
long periods of time, and their
ability to withstand high voltages
is limited; they are liable to be
punctured and thus destroyed.
The Ulrey tube, however, has a
greater factor of safety, and thus
should last longer in use.""Dr. Ulrey is engaged on fur-
ther investigations which promise
even more important results than
those obtained by his present
tubes. He has apparently found
a means of increasing the emis-
sion of the specific rays that cure
certain forms of cancer and, at
the same time, are less injurious
to healthy flesh. Data now
available indicate that this latest
tube will still further cut down
the time needed to treat surface
cancers and will also extend the
use of X-rays to internal cancer;
that cannot now be treated in
this manner."WITH the approach of warmer days, one
naturally thinks of his headgear—and rightly
so. Every well-dressed man realises that his hat is
one of the most important details of his dress—it
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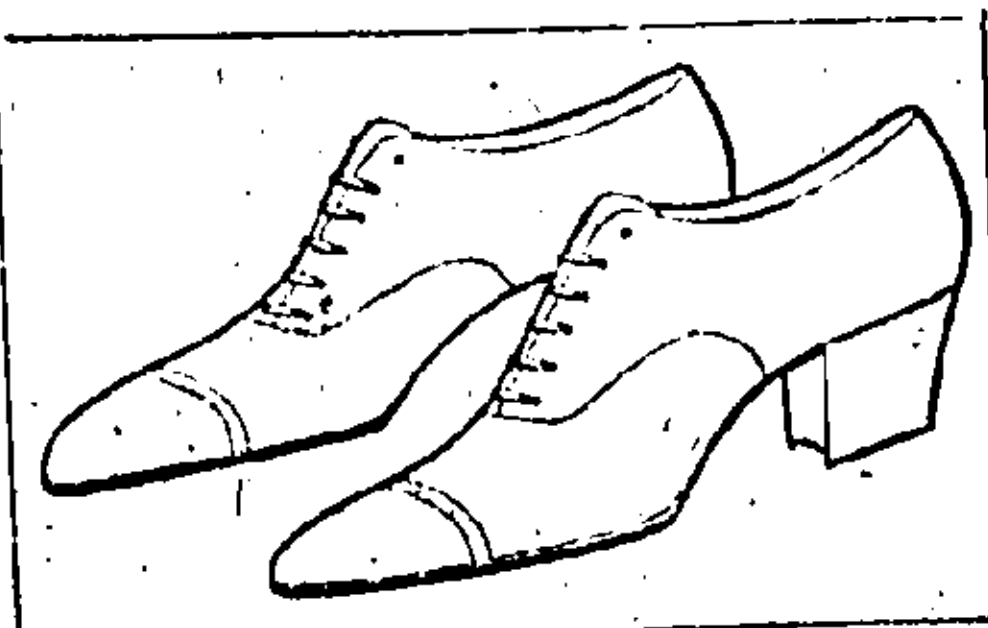
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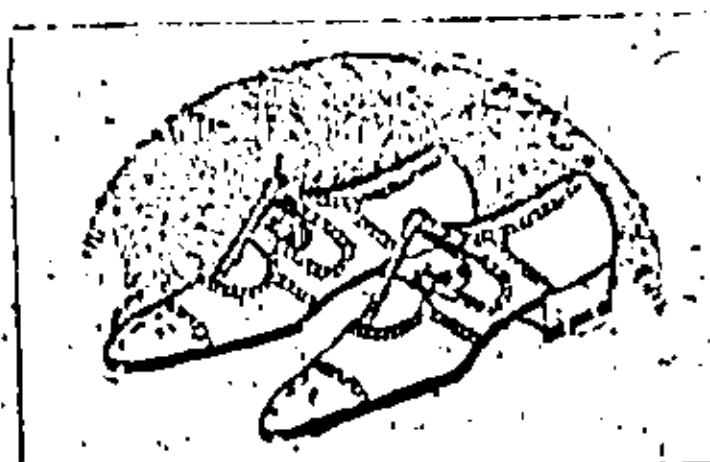
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The Telegraph.

HONGKONG, 19th April, 1924.

LAND SALES.

Something like an eighth part of the Colony's revenue last year represented income derived from the sale of Crown land. The estimates were very largely exceeded, for whereas the sum expected from this source was put at six lakhs of dollars, the actual amount received totalled very nearly three and a half millions. Indeed, for the month of December alone over four lakhs of dollars were yielded from land sales. The question naturally suggests itself whether the Colony can continue to count on these huge sums from land. So far, there has not been any very marked slump in local land values, though of late the plots that have been offered have not reached the phenomenal prices which were realised when the boom was at its height. There are, indeed, evidences that the slump is slowly coming, for at the Crown auctions one does not witness that mad rush for land at any price which was a feature of many of the sales last year. Without any knowledge of the amount so far obtained from land sales this year, we shall be greatly surprised if during the present twelve months anything like the revenue of last year is secured. The Government will no doubt be cautious in its land transactions in the future, especially now that it has the former military properties to dispose of. A nice proportion, as between normal sales and those arising out of the military lands will have to be kept, because any revenue which is secured from the latter will have to be regarded not as going into the ordinary revenues but as something to offset the heavy deficits on the special account which has been opened in regard to these specific properties. Any flooding of the market with land just secured by the Government might have disastrous effects on normal revenue. However, one gratifying feature is that we are by no means entirely dependent on land sales. Other branches of revenue are producing in healthy manner, and there is not the slightest cause for anxiety regarding the Colony's financial position.

Restriction in the Air.

After all that has been advocated in the way of disarmament, naval "holidays," and so forth, it can occasion no surprise that the question of aerial

restriction should crop up in a discussion of peace matters. For a considerable time we have been hearing of the race for aerial supremacy, and it has been pointed out that Britain is very far behind other big nations in this arm of defence—or offence. On the Continent the air fleets of the Powers form not the least important section of their armaments. In Britain we have an absurdly small air force by comparison. In view of the opinion, oft expressed by experts, that the next war will find air power of paramount importance, it is a matter that the British Government cannot afford to neglect, especially as everybody seems to accept the "next war" as inevitable. Indeed, it is only recently that a definite effort has been made to inaugurate an increase in the third arm of defence. Again, it will be recalled that not long ago the alleged menace of France's increasingly powerful aerial forces was a matter of international reference. Now the British Prime Minister announces his intention of suggesting some form of international agreement whereby a halt might be called in what he terms the unfortunate air race. Whilst willing to acknowledge that Mr. MacDonald's aim is a lofty one, and deserving of serious consideration, we think it regrettable that the initiative should come from the country which is weakest in the air. It is quite possible that the motive of the suggestion will be misunderstood abroad. And at home there will not be wanting a host of critics who will see in this new policy an apparent attempt to jirk the whole matter of increased aerial armament.

World Peace.

At a time when there is so much antagonism amongst the nations of the world, the principles of the Bahai movement, as expounded by Miss Root the other day, make interesting reading, and apart from mere interest is the beauty of thought which dominates the entire theme of this new attempt to realise the brotherhood of man. We are presented with a movement which does not seek to win converts to a new religion, but to form a link that shall bind the followers of all creeds in one universal belief—the peaceful destiny of mankind. Perhaps Bahai-ism is a substitute for that combination of all the best in each religion which philosophers have dreamed of; for goodwill towards others is the fundamental principle of all the greatest creeds. We do not think the idea of a universal language has much chance of attainment before many, many years have passed away; it is a matter for evolution, which we can hardly hurry. But in its advocacy of world peace the Bahai movement strives to bring about through the hearts of the people what Governments are daily being proved incapable of accomplishing. When we observe the world as it is today and as it promises to be tomorrow, we cannot feel hopeful of the great success of the apostles of this creed of fraternity, but we can all the more readily admire the effort to sow the good seed; and however much might fall on stony ground, some is sure to find fertile soil in which to take root.

GOOD FUN.

"THE GLOBE TROTTERS"
AT KOWLOON.

"The Globe Trotters" were again seen in an entertaining performance at the Star Theatre last night. A large audience was present, and, judging by the continual ripples of mirth, the efforts of the members of the Company in sustaining a full evening's enjoyment were deeply appreciated. Perhaps the best item from the point of view of amusement was that which dealt with the trials of love, the local colour introduced into this making it very effective.

To-night "The Globe Trotters" are again appearing at the Star with a change of programme.

Two Chinese were fined \$120 or two months' hard labour and \$24 or three weeks' hard labour respectively, by Mr. E. W. Hamilton at the Kowloon Magistracy this morning, for being in possession of opium. The first man was arrested at the Yaumati ferry wharf and the second at the Mongkok ferry wharf.

DAY BY DAY.

A MAN'S MANNERS ARE A MIRROR, IN WHICH HE SHOWS HIS LIKENESS TO THE INTELLIGENT OBSERVER.—Goethe.

Archdeacon and Mrs. Barnott left by the Yoshino Maru to-day.

Tenders are being invited for extension of the railway workshops at Hungghom.

The Government proposes leasing four lots of foreshore and seabed at Shauiwan.

Mr. R. E. Cable, of Hongkong, has been elected a Fellow of the Royal Colonial Institute.

It is notified that the name of the Lelison and Company, Limited, has been struck off the Register.

Early last week, a team of rifle-shots from H.M.S. Hawkins defeated a team of Malay States Volunteers by 18 points.

We are asked to state that the price of Nestle's cream (1 lb. size) is 80 cents, and not 90 cents as advertised in our Feature Section.

The s.s. R. C. Rickmers still lies beached in Yaumati Bay and the cargo is being discharged. She will go into dock as soon as possible.

The silk which left here by the P. and O. s.s. Naldora on the 22nd March was delivered in Marseilles on the 18th April, a transit of 27 days.

A concert will be given on Monday evening at 9 o'clock, in the Church Hall, Kowloon, by the St. Andrew's Troop of Boy Scouts. Admission free.—Advt.

Tenders are being invited for the occupation, for a period of about three years, of a plot of Crown land at Chatham Road, Kowloon. The area is about 10,000 square feet.

His Majesty the King has been pleased to approve the appointment of the Hon. Mr. A. E. Wood to be an Official Member of the Executive and Legislative Councils during the absence on leave of the Hon. Mr. E. R. Hallifax, C.B.E.

The name of Dr. James William Anderson has been added to the list of medical practitioners. Dr. Anderson, who is a Bachelor of Medicine and of Surgery of the Edinburgh University, is joining the firm of Dr. Jordan, Forsyth, Grove and Aubrey.

Nothing has been further heard of the Indian constable who disappeared so mysteriously whilst on his beat at Shamshui. An extensive search has been made, consequent on fears of foul-play having been committed, but, up to the present, nothing has been found to give a clue to the mystery.

Mrs. Judith Rowarth and her daughter appeared before the British Magistrate at Shanghai following their arrest, on returning from Hongkong over last week-end, on charges arising out of alleged perjury of witnesses at Mrs. Rowarth's trial last June. Prisoners were remanded.

Colonel O. Russell-Brown, D.S.O., Chief Engineer, China Command, will carry out his annual inspection of the barracks in North China, and will leave Hongkong accompanied by Captain J. E. Chippindall, M.C., R.E. acting Staff Officer, on the 26th inst. He will be absent for about a month.

Before his Honour, Judge Grain, at H. M. Supreme Court, Shanghai, on April 14th, H.M.D. Rizaloff sued Arts & Crafts, Ltd., for £50, the value of a Persian carpet alleged to have been damaged whilst in their keeping. After hearing evidence the judge dismissed the claim, with costs against plaintiff.

Diverting for its humour, touching for its pathos, and thrilling for excitement, "Heroes of the Street," the big Warner Brothers film showing at the Coronet Theatre to-day and tomorrow is the ideal holiday attraction, since its diversity of appeal ensures enjoyment for everybody. Little Wesley Barry plays the leading part, mischievous as ever in the many comical incidents depicted, and courageously manful when adversity overtakes his family.

Bulls and Inners

From the Office Butts.

There is no truth in the rumour that the inmates of Victoria Gaol deal with these pirates as to "strike" when the iron is hot. Justice with an illuminated address in return for the permanent one they now enjoy.

The C.R.A. can now cheer up. Old Moore predicts "important constitutional reforms" for 1924.

If they want something really up in an aeroplane, which just out of the ordinary, why don't the St. George's Society folk arrange a pie-eating contest at thatiffin to be held on the 23rd?

These University geological lectures should prove interesting, especially for shopkeepers. Looks to us a good way to find out the stony-broke.

It's just our luck. A man with \$1,700 to lose steps ashore and pals up with a ricksha coolie.

The close season for rebels having ended, Dr. Sun has decided to proceed to the East River front.

What happens when one of these round-the-world fliers feels home-sick?

We suppose that what makes local poetry so interesting is guessing what it means.

These travelling Bahais should keep on travelling.

The worst of Hongkong is that if you're out of a job, you can't become a politician.

The Spaniards have been having trouble in Tientsin. Sounds more like a mosquito than a town.

If women served on Hongkong juries, there would be fewer applications for exemption.

It's a long time since we spoke of getting a new asylum. Maybe it would serve the purpose just as well to put a wall round the island.

The way some people act at these public dinners, nobody but the C. S. P. is good enough to arrest them.

Hunger is more efficacious than labour-saving machinery in promoting industry.

Facts are stubborn things unless the prisoner happens to be defended.

In the absence of a notification to the contrary, it is assumed that first-class passengers on the Peak Tramway are now permitted to spit in the cars.

What about entering a few of our superfluous brokers' runners in the next Marathon?

There appears to be a slump among local association promoters. There are, apparently, far better things.

And, in connection with the above, it is now distinctly dangerous to recite "We are seven."

We trust that none of the Canada's tourists took a ship at the wharf for a ferry boat. The P. & O. haven't yet got over the incident when one of the Samaria's passengers boarded the Kashmir and demanded when "this gold-darned ferry" was going to start.

The worst of these taxis is that when somebody pulls a revolver it almost fills the cab.

The Bahai movement is evidently not popular in California.

Thursday's Thought:—Civil Servants: Cocktails in the Council Chamber.

"To-day being Good Friday, there will be no issue of the Hongkong Daily Press to-morrow." Not stated our contemporary. Not a case of "The better the day, the better the record."

A contemporary refers to Mr. A. A. Claxton, the well-known cricketer, as "Director of the City Hongkong Observatory." We should have thought that anybody would have noticed the difference between weather and leather.

The best way, apparently, to deal with these pirates is to "strike" when the iron is hot. "Winston Churchill to Speak," says a newspaper heading. Hasn't he been doing that all his life?

Australians expect a hard winter there this summer.

Another centenarian has gone up in an aeroplane, which just goes to prove that the young folk are not the only ones who are slightly.

Some of that whisky we're getting just now would do fine for cleaning mirrors.

After the unfortunate experience of a Canadian tourist here this week, the police have issued a warning against the indiscriminate presentation of chewing tobacco to ricksha coolies.

No man likes paying for a suit after he has given it to the coolie.

A Bed-time Story:—"You see, my dear-ah, had to see two men at the office. Very important. Going first thing in (hic) mornin'."

Home Note:—Never throw away old pyjamas. Keep them to wear while eating mangoes.

The quickest way to reduce is to weigh on the compradore's coal scales.

Five years ago to-day we were wondering when summer would really begin.

Bah, another religion to keep track of. Bahai.

We don't mind bearing our cross, but some of these buns lie heavy on the stomach.

Motor cyclists seem to be getting together more.

We hope these social runs will not tend to a mix-up.

It isn't polite to tell a girl that her petticoat is showing. They don't wear 'em nowadays.

Money talks, but a \$50 bill doesn't say much to a Hongkong landlord.

We wish these world fliers would come soon. Looking at aeroplanes reduces the number of chins.

A run-down feeling is often caused through not looking where you are going.

You can't tell the age of a car by looking at its gear teeth.

We can only suppose that the Philippines want independence so that they can have oil scandals of their own.

These bright-coloured bathing costumes remind us that it is time we were digging out our dark glasses.

Thundery weather this week. Things must be warming up on the East River Front.

The mosquitoes Kowloon way are getting ready against those mornings when we breakfast in our shirt sleeves.

These "boyish form" figures fill out wonderfully in a bathing suit.

Never use the same needle twice. It ruins the disposition.

"Honda wines at last," says a contemporary. Now we know how he managed to win.

You can tell it's spring lamb by the way the springs stick in your teeth.

Waichow is again due to fall at any moment.

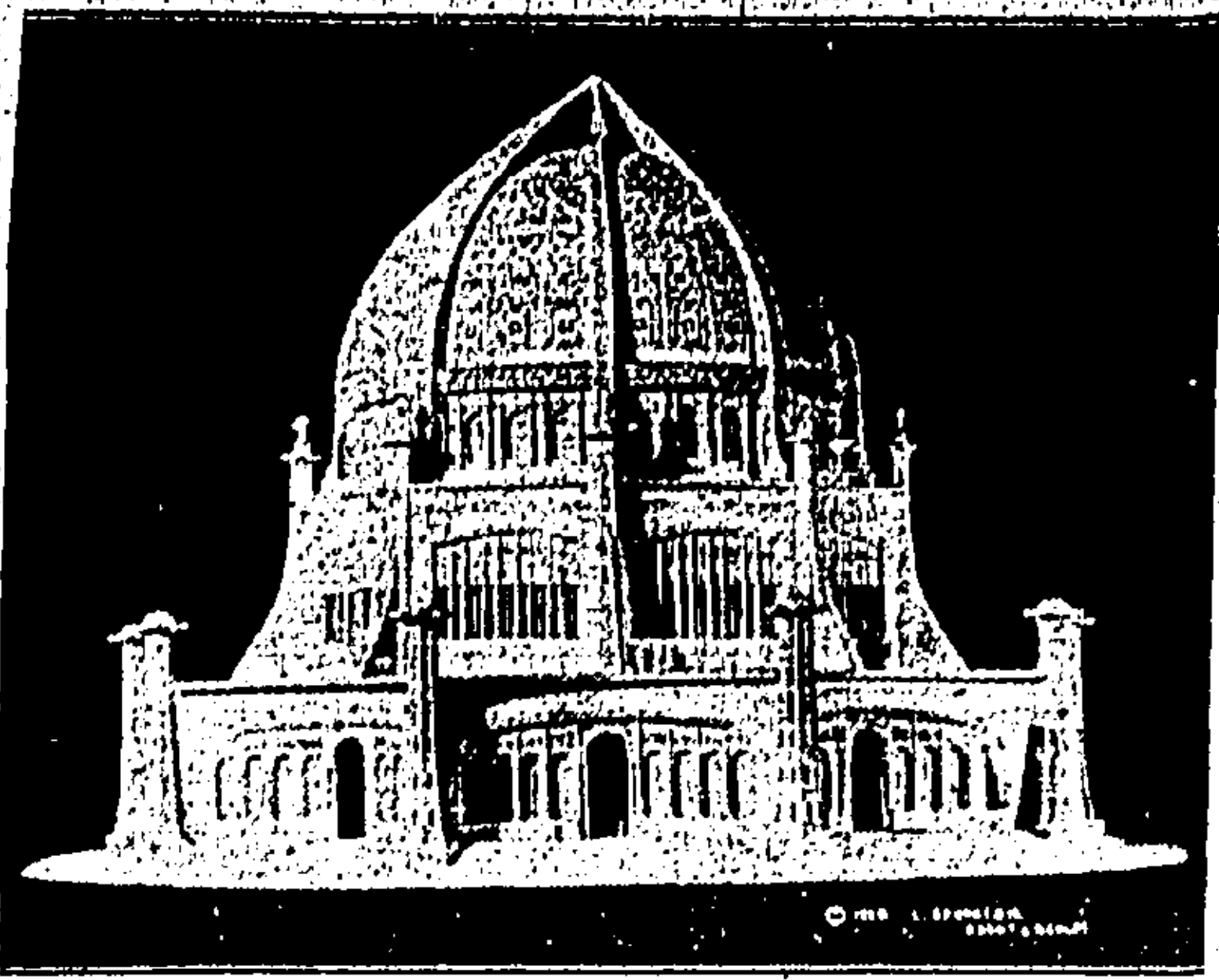
Ng Sze-kwong is still unable to Honda-stand it.

By employing German gunners, Dr. Sun aims to take Waichow.

Which seems unfortunate considering the lowness of the German mark.

THE BAHAI MOVEMENT

A Universal House Of Worship.



Above is a sketch of the universal House of Worship, called a Bahai Temple, which the Bahais of the world are erecting in Chicago. The architect has wrought into this building a conception of a religious League of Nations. It is said by American artists to be the first new conception in architecture since the Gothic in the thirteenth century. The building has nine entrances, nine great chapels which will be given to the nine religions of the world. The beautiful inner auditorium, filled with light, will be a place of prayer for all religions. In the circular gardens will be erected a university, a hospital, an orphan's home and a hotel for travellers from all lands. The idea is to combine the spiritual with the practical and to make this indeed a universal House of Peace. No money has ever been asked for this Temple; it has been built by people sending gifts of love from every country and every religion.

The underlying idea of the Bahai movement is to unite all the religions of the world in a common religious spirit. The founders of this world spiritual movement were the Bab, Baha'u'llah and Abdul Baha. The present guardian of the cause is Shoghi Effendi, of Haifa, Palestine, the grandson of Abdul Baha.

Abdul Baha said that the Chinese people have a great capacity and that China will be the country of the future. He said if these Bahai principles could be explained to a few of the thinkers of China, they, themselves, would take them to their people. The movement is now in China. Miss Martha Root, a Bahai magazine writer of the United States, is spending a few days at the Astor House in Hongkong speaking and writing on this Bahai movement.

GOOD FRIDAY.

MUSIC AT THE CATHEDRAL.

The renderings of selections from Handel's "Messiah" and from Stainer's "Crucifixion" at St. John's Cathedral last evening were beautifully impressive and thoroughly enjoyed by a large congregation. The soloists were Mrs. D.J. Brown, Mrs. G. A. Clements, Mrs. S. Collett, Mrs. N. Matheson, Mr. H. G. Anniss, Mr. A. P. Glanville, and Mr. G. H. Piercy, while the chorus was provided by a choir of fifty voices.

The unaccompanied quartette "God so loved the World" (Stainer) was excellently rendered, as indeed were also the unaccompanied choruses "Jesus, Word of God Incarnate" (Gounod) and "Thou wilt keep him in perfect peace" (Lee Williams). Mr. Frederick Mason was at the organ. A collection was taken for the Cathedral Organ Fund.

STOLEN BREAD.

THEFT FROM A.O.D. QUARTERS.

A yard sweeper at the quarters of the A.O.D. at Kennedy Road, found that he had run counter with the law, when he purloined a loaf of bread from the quarters of the foreman, Mr. A. H. Sully, early this morning. Bread had been missing these last few days, and whilst keeping a watch, Mr. Sully saw at 5.30 this morning the arm of a man between the railings of the verandah. The hand took four loaves of bread adhering to each other. One loaf was retained and the three others returned to their places. Before the arm could be completely withdrawn Mr. Sully had grabbed it, and gave the thief, who turned out to be the yard-sweeper, into custody.

Mr. C. D. Melbourne, who heard the case later in the Court, imposed a fine of \$10, with the alternative of seven days' hard labour.

THE FIELD IS THE WORLD: II.

By the Rev. G. R. Lindsay, M.A.

How is it that the gods of Greece, and Rome and Egypt that held sway when the Church was born at Pentecost, have gone, utterly gone? Only the scholars know of them and a few more remember their names. How is it that the religion which swayed the Roman World without a rival has crumbled away? It is one of the greatest wonders in history. It was done because the little Christian Church, relying on her resources in Christ of power and endurance, and love, rose to her mighty task, none making her afraid. She grasped from the first God's plan for the world, and to win that world she gave her best in substance, in activity, and in life. Persecuted, ridiculed, martyred, patronised, ignored, she was ready for any sacrifice, and the Roman world was won.

Oh! Church of Christ to-day, Awake! Awake! The task calls for your help of every individual member. Christendom is in a turmoil of strife in spite of the gospel, and half of the world is without the gospel at all. Pray more intently, spend some minutes upon your knees for India. Reach the needy people there by way of the Throne of Grace. Give more systematically. Help the sinners of war. An army must have its treasury. Do not give merely to "collections," make offerings from a loving heart. Money and prayers are not enough. The Church can utterly gone? Only the scholars know of them and a few more remember their names. How is it that the religion which swayed the Roman World without a rival has crumbled away? It is one of the greatest wonders in history. It was done because the little Christian Church, relying on her resources in Christ of power and endurance, and love, rose to her mighty task, none making her afraid. She grasped from the first God's plan for the world, and to win that world she gave her best in substance, in activity, and in life. Persecuted, ridiculed, martyred, patronised, ignored, she was ready for any sacrifice, and the Roman world was won.

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PERILS OF THE POST.

Couriers Killed by Kansu Savages.

Since the opening of Jyegundo as a Postal Station, owing to the loneliness of the way and the danger in passing through the Golok country, three men are sent together with the mail. The men, though paid by the Post Office, are soldiers belonging to the General. During the last journey the Goloks waylaid them, shot two of their horses, and wounded men, says a Sining message.

It will be remembered that, over two years ago, a large expedition was sent against the Goloks and they were badly beaten and had to pay a heavy indemnity. Some of them escaped and refused to submit. It would have been a wild-goose chase to pursue them in such a vast country where no food can be procured and to be harassed continually by small bands of fugitives hidden in the mountains.

The reason of that expedition was to punish the Goloks for sealing 5,000 yaks belonging to the High Commissioner.

It is an 18 days' journey from Jyegundo to Sining, and the greater part of the way lies through the Golok country. It now remains to be seen what punishment they will receive for this attack on the couriers.

Two years ago the route from Sining through Huang-yuen, Ch'apuh-ch'a Dulan-sz, to Chang and Barong was considered quite safe for merchants, explorers, etc., and postal couriers have been running regularly, but a courier has just been waylaid, his horse stolen and himself wounded somewhere between Dulan-sz and Huang-yuen. Not having turned up at the proper time, another courier was despatched with the mail, and on the way came across the wounded man. He went for help, but before help arrived the man was dead. In future, probably it will be necessary for the postal authorities to send two men at a time, instead of singly, as in the past two years.

HARD TO REMEDY.

No matter how carefully this route is guarded there are sure to be attacks made now and again on travellers, as the distances between places are so great that before help arrives the robbers can be miles away.

Our first Chinese Postal Commissioner has asked leave for a year and is going to take a world tour visiting the chief places in England and America. This is his first holiday since entering the Post Office over 25 years ago. He was one of the first few young lads that entered the Post Office at the commencement and by faithful service has risen from the ranks to be one of the first Chinese Commissioners. We wish him a very happy holiday and a real pleasure trip wherever he goes.

The New Commissioner is Mr. Doodha, Mr. Doodha is a native of India, a Parsee I believe. We give him a hearty welcome to this far off province. A letter came through from Shanghai the other day in 14 days: Quick work. Not so very many years ago, letters took two months.

When in the border city of Huang-yuen the other day I saw a great pile of bundles containing furs ready to be sent off to Peking. The merchants find it is to their advantage to send their furs through the Post Office, paying customs and like here, for it ensures their quick transit down country. The Post Office is a real boon to the merchant also, who gets his supplies from Shanghai or Peking. — N.C.D.N.

The Indian watchman who was charged before Mr. E. W. Hamilton at Kowloon on Wednesday with fighting with an Indian constable, when both were intoxicated, was this morning fined \$5 or six days' hard labour.

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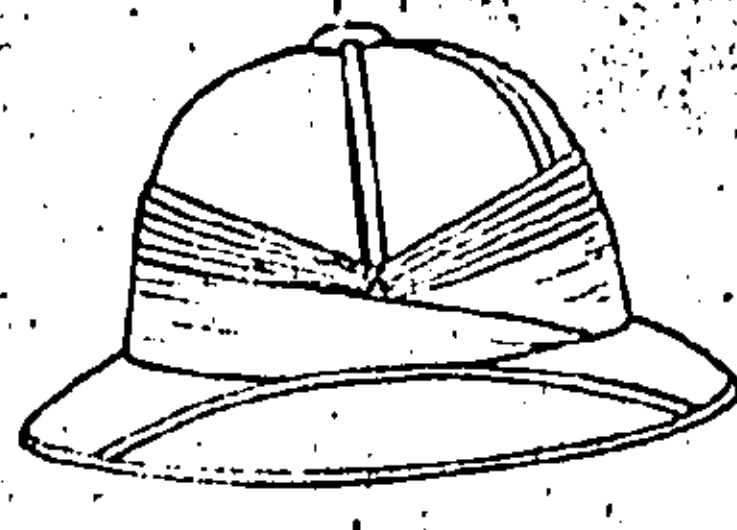
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La France	\$1.40
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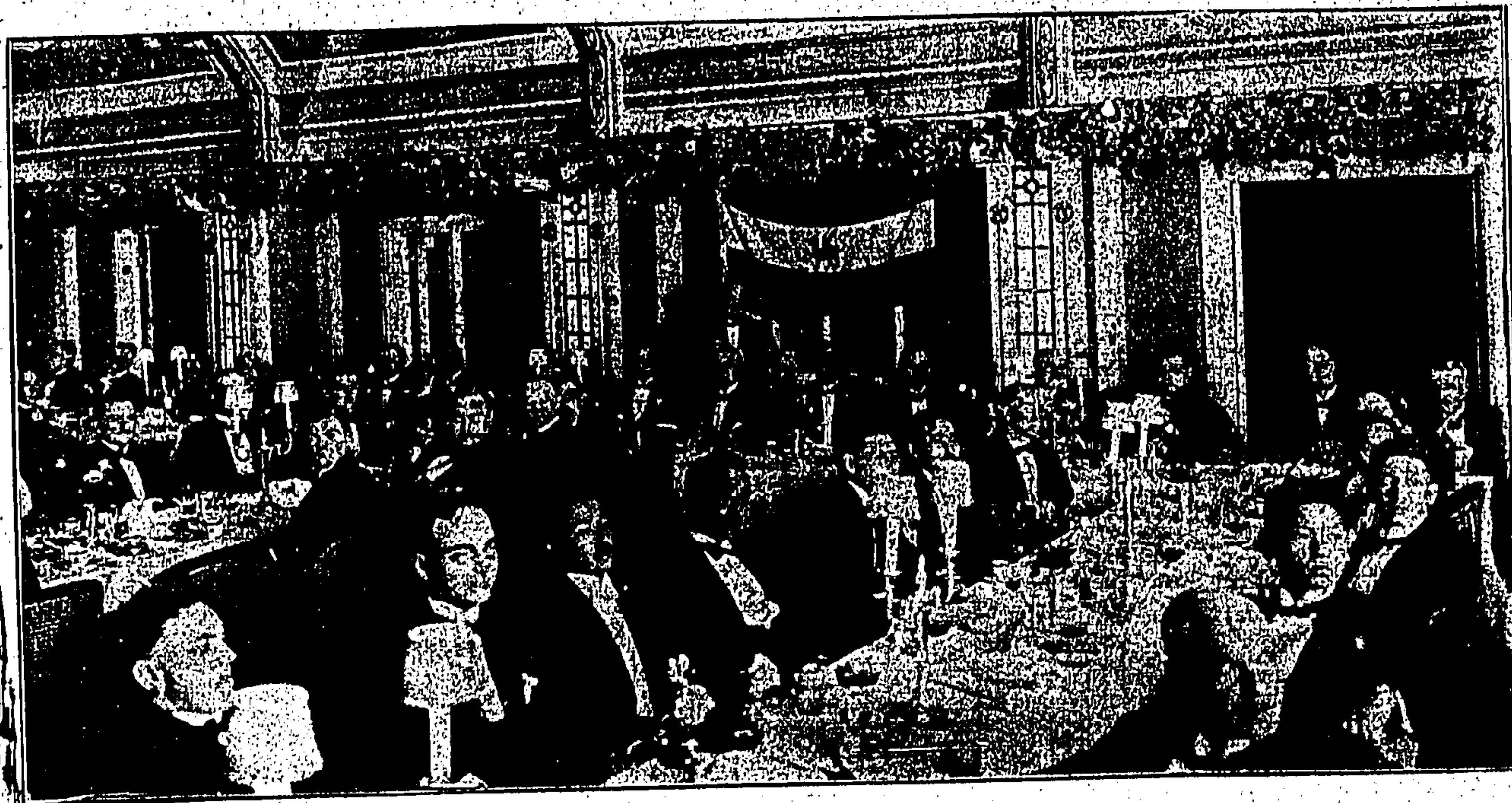
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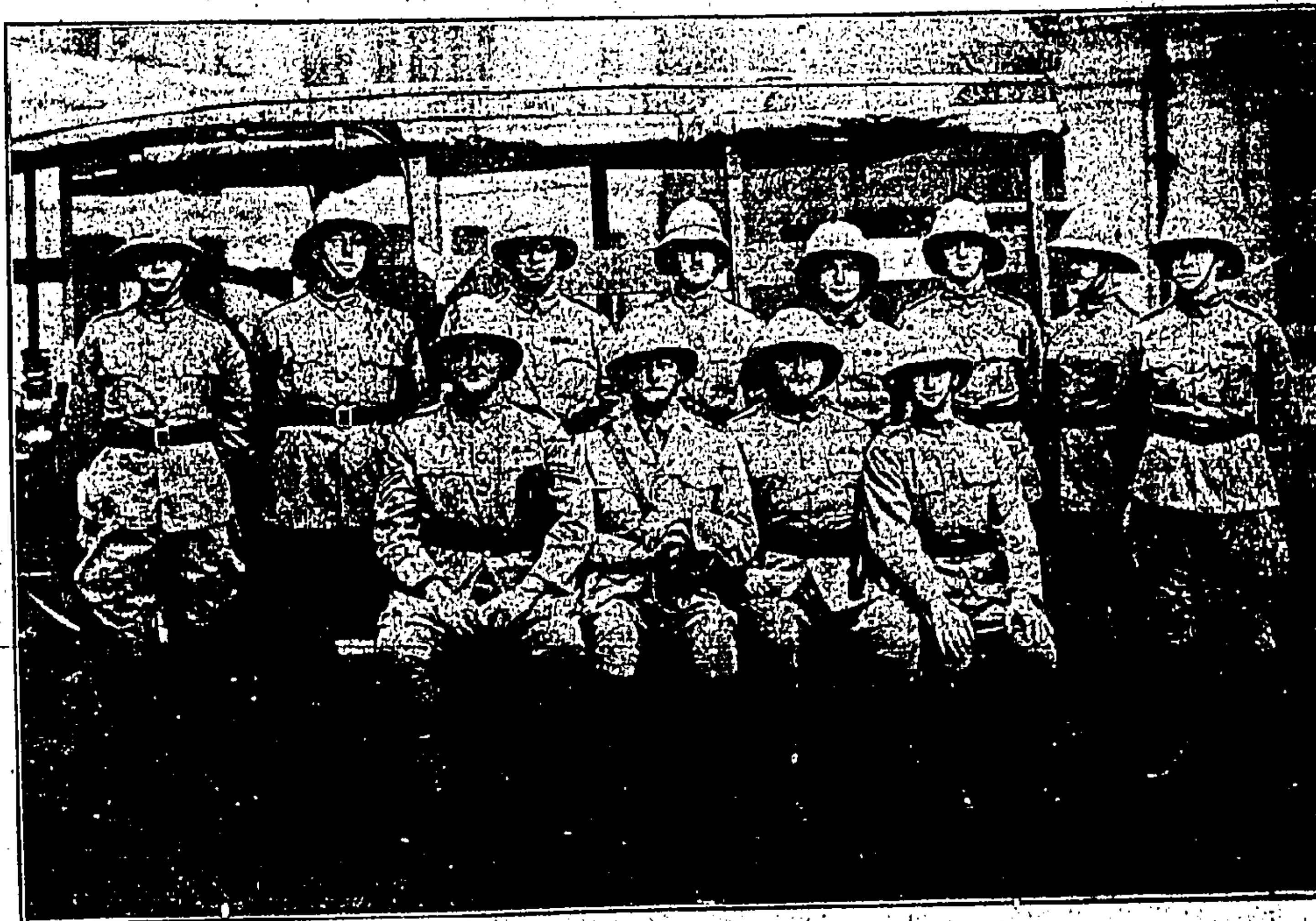
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CAMERA NEWS.



Flashlight photograph taken at the dinner given by the community to Sir William Rees Davies at the Hongkong Hotel on Saturday last. (Photo: Ming Yuen).



The Motor Transport Section of the Hongkong Volunteer Defence Corps. (Photo: Ming Yuen).



Lady Margaret Sackville, youngest daughter of Earl de la Ware, who, according to rumour, may become engaged, to Mr. Ramsay Macdonald.



Here is the South China Athletic Association's football team, winners of the First Division of the Hongkong Football League. (Photo: Ming Yuen).

CANADIAN PACIFIC

HOME VIA CANADA

HONGKONG TO ENGLAND			
From	Due	From	Due
Hongkong	May 11	Canada	May 11
EMERALD	May 11	EMERALD	May 11
EMERALD	May 11	EMERALD	May 11
EMERALD	May 11	EMERALD	May 11
EMERALD	May 11	EMERALD	May 11

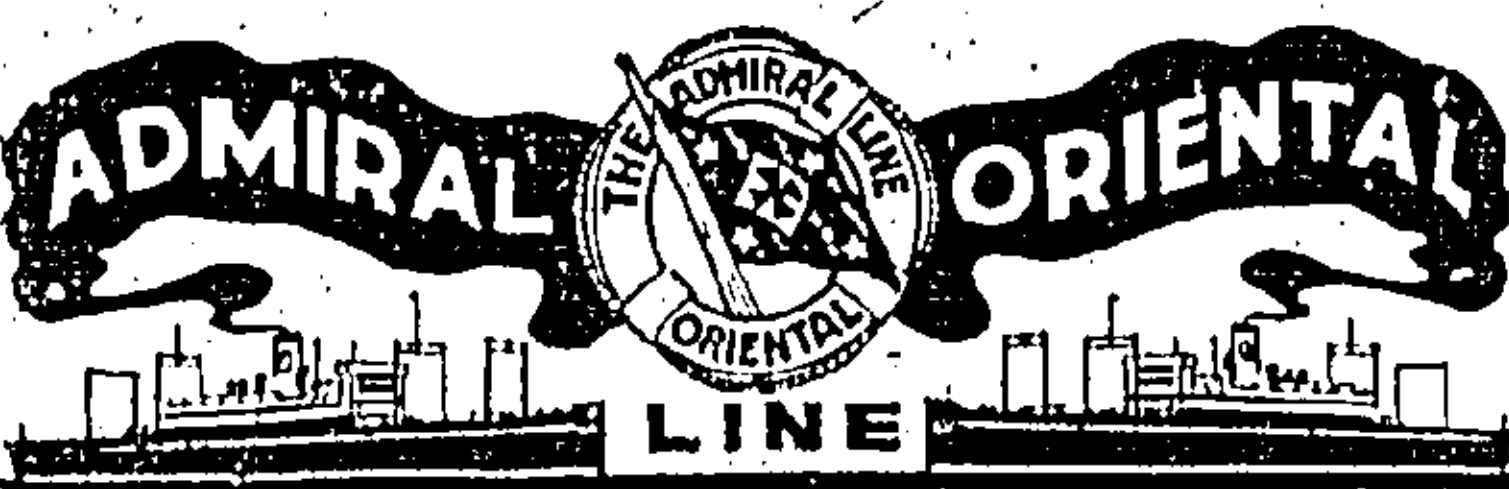
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From	Due	From	Due
Hongkong	May 11	Manila	May 11
EMERALD	May 11	EMERALD	May 11
EMERALD	May 11	EMERALD	May 11
EMERALD	May 11	EMERALD	May 11
EMERALD	May 11	EMERALD	May 11



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S.S. "HOLSTEIN"	about 30th May
S.S. "SAARBUECKEN"	20th June
S.S. "SCHLESSEN"	23rd July
S.S. "AACHEN"	20th Aug.
S.S. "COLENZ"	12th Sep.

HOMEWARD BOUND

S.S. "NIENBURG"	19th Apr.
S.S. "COLENZ"	2nd May
S.S. "PFALZ"	about 6th July
S.S. "HOLSTEIN"	about 18th July
S.S. "SAARBUECKEN"	about 3rd Aug.
S.S. "SCHLESSEN"	7th Sept.

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S.S. KNARESBRO	via Suez Canal	1st May
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"BUMAUS"	5th May London, Rotterdam & Hamburg
"HELENUS"	12th May London, Rotterdam & Antwerp

LIVERPOOL SERVICE

"TEUCER"	1st May. M'les, Havre, Liverpool & Glasgow
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"KEEMUN"	1st May via Suez & Boston
"OANFA"	21st May via Suez & Boston
"DIOMED"	11th June via Suez & Boston

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"MENTOR"	15th May. for Shanghai
"PATROCLUS"	19th May. for Singapore, Marseilles & London
"MENTOR"	16th June. for Singapore & London
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For Batavia, Semarang & Sourabaya.

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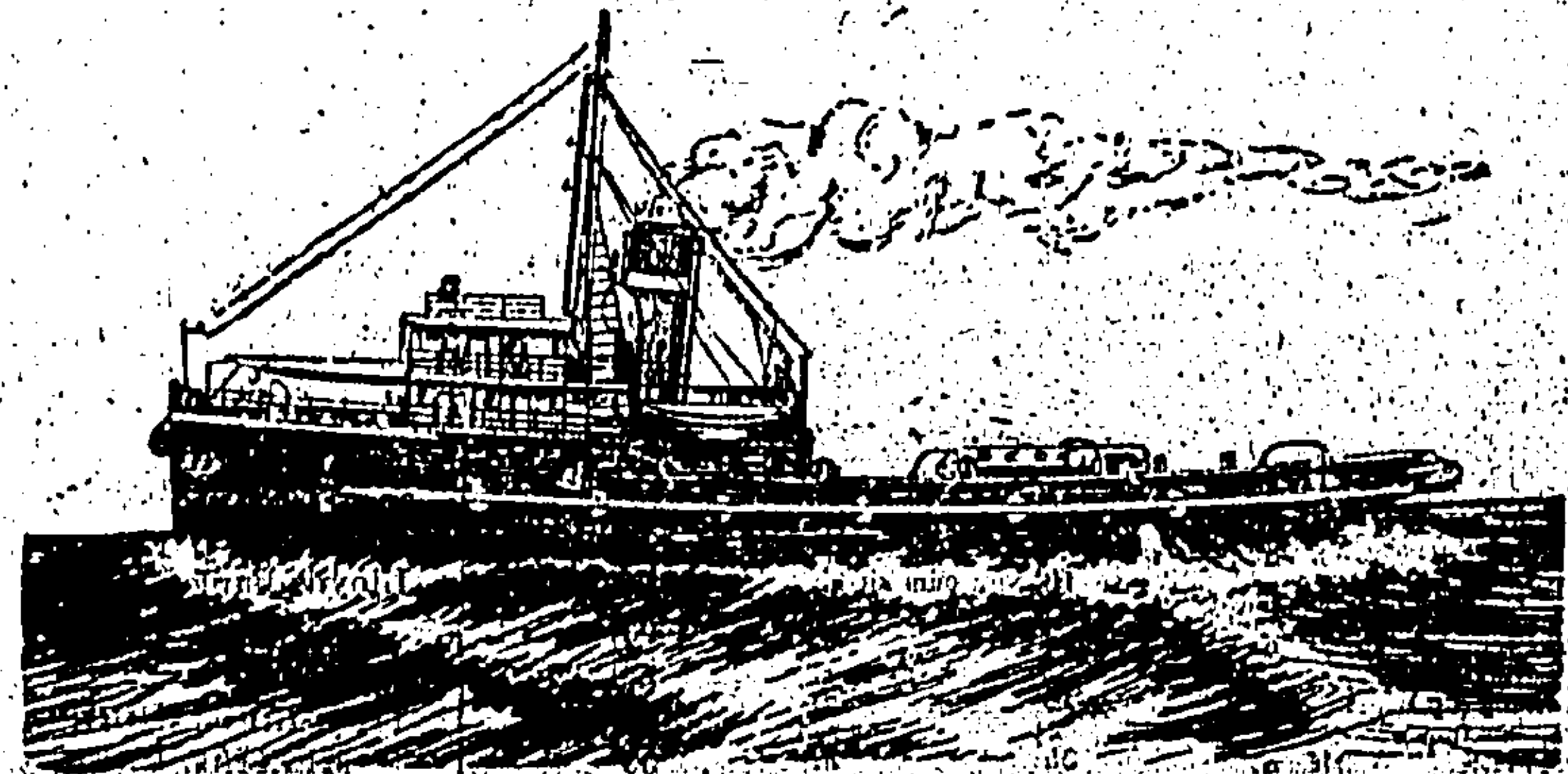
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S.S.	Tons	From Hongkong (about)	Destination
CHINA	7,952	19 Apr. noon	M'les. London & Antwerp
PADUA	5,907	22 Apr. 4 p.m.	Singapore & Bombay
SODAN	6,696	28th Apr.	S'pore, P'ang, C'ho & B'bay
KALYAN	9,118	3rd May	M'les. London & Antwerp
NIZAPORE	6,715	7th May	S'pore, Colombo & Bombay
PLASSY	7,426	17th May	M'les. London & Antwerp
KASHMIR	8,963	24th May	M'les. P'ang, C'ho & B'bay
SICILIA	8,813	25th May	S'pore, London & Antwerp
KASHGAR	9,097	31st May	M'les. London & Antwerp
SODAN	8,840	14th June	M'les. P'ang, C'ho & B'bay
MOREA	6,696	23rd June	S'pore, P'ang, C'ho & B'bay
KARWALA	10,911	28th June	M'les. London & Antwerp
	9,098	12th July	M'les. London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,052	26th Apr.	S'pore, Penang & Calcutta
CANDA	6,956	2nd May	S'pore, Penang & Calcutta
TAKADA	6,949	25th May	S'pore, Penang & Calcutta
TORILLA	5,205	9th June	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	30th Apr.	Manila, S'kan, Thursday Is.
EASTERN	4,000	28th May	Townsville, B'bane, Sydney
ARAFURA	6,000	2nd July	& Melbourne.

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SAILINGS TO SHANGHAI & JAPAN.

PLASSY	7,426	19 Apr. d'light	Shanghai, Moji & Kobe
NAGAPORE	5,283	1st May	Shanghai & Kobe
KHIVA	9,097	2nd May	Shanghai, Moji & Kobe
EASTERN	4,000	3rd May	Moji & Kobe
TAKADA	6,949	5th May	Moji & Kobe
SICILIA	8,813	13th May	Shanghai

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
Agents.
22, Des Voeux Road, Central.

GLEN AND SHIRE.
JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.**HOMEWARDS.**

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLEN JARRY	18th Apr.	GLENOGLE	23rd Apr.
GLENAMOY	7th May.	GLEN GARRY	7th June.
GLENAPP	15th May.		London, Rotterdam & Hamburg

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.
THE GLEN LINE, LTD.

AGENTS

Telephone Central No. 215, sub-ex. 23 and 3696.

ASUTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong	Leave H'kong for
TAIYUAN	26th Apr.	M'la, S'kan, Thurs. Is. & A'lian Ports.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.
(JOHN SWIRE & SON, LTD.)

Telephone Central No. 36.

Agents.

Shipping to Europe, Australia, and other Ports.

**SAILINGS SUBJECT TO ALTERATION.**

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through-passages rates to Europe via America G. \$405, G. \$420, G. \$440.

IYO MARU ... Saturday, 19th Apr. at 11 a.m.

SHIDZUOKA MARU ... Wednesday, 14th May.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

KAMO MARU ... Sunday, 27th Apr. at 11 a.m.

KATORI MARU ... Wednesday, 7th May at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

LYONS MARU ... Middle of May.

LIVERPOOL via MARSEILLES & VALENCIA.

TSUSHIMA MARU ... Saturday, 19th Apr.

SYDNEY & MELBOURNE via Manila, &c.

YOSHINO MARU ... Friday, 18th Apr. at 11 a.m.

AKI MARU ... Wednesday, 14th May at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TOBA MARU ... Sunday, 4th May.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... Thursday, 8th May.

(Calling Delagoa Bay & Port Elizabeth)

BOMBAY via Singapore & Colombo.

MALACCA MARU ... Monday, 28th Apr.

NAGATO MARU ... Saturday, 10th May.

CALCUTTA via Singapore, Penang & Rangoon.

RANGOON MARU ... Thursday, 1st May.

OSAKA MARU ... Thursday, 8th May.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 17th May.

SHANGHAI, KOBE & YOKOHAMA.

WAKASA MARU ... Wednesday, 23rd Apr.

TOYOHASHI MARU ... Thursday, 17th Apr.

HAKONE MARU ... Tuesday, 6th May.

For further information apply to—

NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422.

Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "DACRE CASTLE" Sailing on or about 6th May.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.**NEXT SAILINGS.****OUTWARD FOR YOKOHAMA, KOBE AND MOJI.**

S.S. "AUSSA"	Sails about	22nd Apr.
S.S. "DUCHESSA D'AOSTA"	Sails about	4th May.
S.S. "SILVIO PELICO"	Sails about	1st June.
S.S. "NIPPON"	Sails about	3rd June.
S.S. "ROSANDRA"	Sails about	3rd July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "PERSIA"	Sails about	20th Apr.
S.S. "FIUME-L"	Sails about	8th May.
S.S. "NUMIDIA"	Sails about	11th May.
S.S. "ASSUA"	Sails about	4th June.
S.S. "DUCHESSA D'AOSTA"	Sails about	7th June.
S.S. "SILVIO PELICO"	Sails about	4th July.
S.S. "NIPPON"	Sails about	8th July.
S.S. "ROSANDRA"	Sails about	7th Aug.

* Cargo only.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1030.

Agents.

ELLERMAN &

BUCKNALL



STEAMSHIP

COMPANY, LTD.

Projected Sailings from Hongkong

Subject to alteration.

City of Cairo 17th Apr. M'les. London, R'dam & Hamburg

City of Christiania 28th Apr. M'les. London, R'dam & Hamburg

PASSENGER SERVICE.

City of Cairo 17th Apr. M'les. London, R'dam & Hamburg

Single 1st Class A £92, B £84. 2nd Class A £62, B £56.

Return 1st Class A £161, B £147. 2nd Class A £108, B £98.

Cargo Steamers Saloon Passage £62.

For further particulars apply to

HOLYOAK MASSEY & CO. LTD. THE BANK LINE, LTD.

CANTON.

Tel. Central 780.

COAST SHIPPING.**INDO CHINA STEAM NAVIGATION Co., Ltd.****SAILINGS SUBJECT TO ALTERATION.**

Destination.	Steamer.	Sat.	Sailings.
BANGKOK via Hoilhow	Chunsang	Sat.	19th Apr. at 10 a.m.
MANILA	Yuensang	Sat.	19th Apr. at 11 p.m.
SHANGHAI via Swatow	Yatshing	Sun.	20th Apr. at 7 a.m.
BANGKOK via Swatow	Kwalsang	Tues.	22nd Apr. at noon.
TTAO via S'tow & S'hai	Wingsang	Wed.	23rd Apr. at 7 a.m.
TIENTSIN	Chipshing	Wed.	23rd Apr. at noon.
SHANGHAI via Swatow	Taisang	Fri.	25th Apr. at 7 a.m.
KOBE via Shanghai	Hosang	Fri.	25th Apr. at 7 a.m.
SANDAKAN	Mausang	Sat.	26th Apr. at 1 p.m.
MANILA via Amoy	Suisang	Sat.	26th Apr. at 11 a.m.
SHANGHAI via Swatow	Wosang	Sun.	27th Apr. at 7 a.m.
HAIPHONG via Hoilhow	Leesang	Sun.	27th Apr. at 10 a.m.
STRAITS & Calcutta	Kutsang	Tues.	29th Apr. at 3 p.m.
TTAO via S'tow & S'hai	Poshsing	Wed.	30th Apr. at 7 a.m.

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta, steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation and are fitted with Electric Light & Fans & carry a fully qualified surgeon.

Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Hoilhow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Wei-haiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Kutsang" will be despatched on or about Tuesday, 20th April at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215.

General Managers.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Halihong ...	Ellis Walker	FRI. 18th Apr. at 1 p.m.
Halihong ...	W. S. Turnbull	TUES. 22nd Apr. at 1 p.m.
Halihong ...	W. C. Passmore	FRI. 25th Apr. at 1 p.m.

Calling at Swatow for Passengers only.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

will be despatched on 24th April.

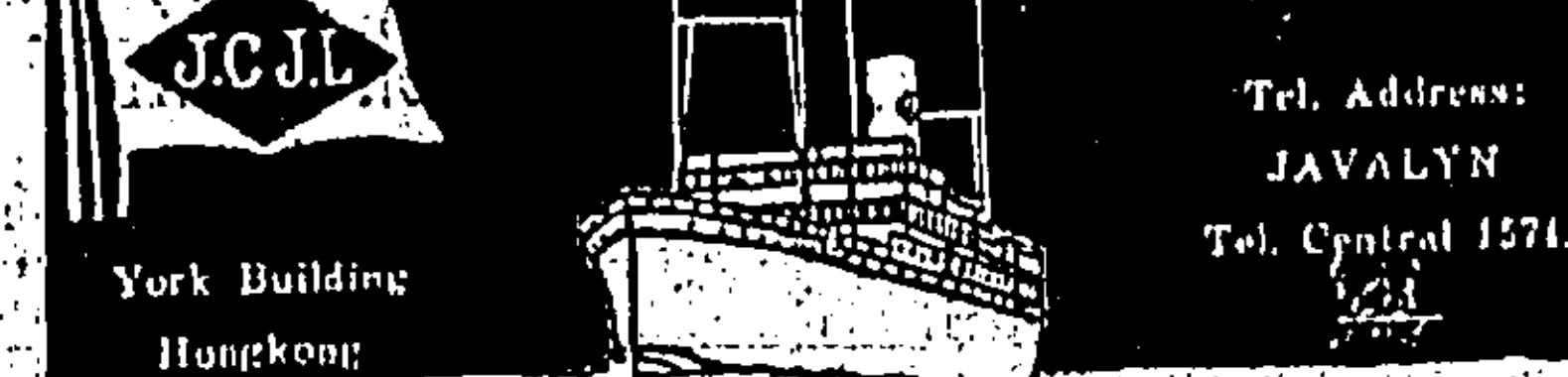
SINGAPORE, PENANG & BELAWAN DELI DIRECT.
Offers excellent, saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents—**JAVA CHINA JAPAN LIJN,**

Telephone Central No. 1574. York Building, Charter Road.

JAVA-CHINA-JAPAN LIJN.**REGULAR FORTNIGHTLY SERVICE BETWEEN****JAVA, CHINA AND JAPAN.**

Steamers	From	Expected on/about	Will leave on/about	For
Tjimanek	Java	In port	17th Apr. S'hai, D'ny, O'tao	
Tjipanas	Saigon	In port	20th Apr.	M'at & S'hai
Tjilalak	Japan	—	26th Apr.	Batavia
Tjilivong	Shanghai	—	28th Apr.	Japan
Tjitaroem	—	24th Apr.	30th Apr.	Shanghai
Tjikembang	—	—	—	—

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.**CONSIGNEES.****NOTICE TO CONSIGNEES.**

The Steamship "DACRE CASTLE"

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 14th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 30th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hongkong, 14th April, 1924.

NOTICE TO CONSIGNEES.**AMERICAN & MANOHURIAN LINE.**

From NEW YORK

The Steamship "KOSMO"

having arrived, Consignees of Cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hotel's Wharf whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 22nd April 1924, will be subject to rent.

All Claims against the Steamer must be presented to the Under-siged on or before 29th April 1924, or they will not be recognized.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 a.m. and Noon within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LTD.

General Agents.

Hongkong, 17th April 1924.

NOTICE TO CONSIGNEES.**OCEAN STEAM SHIP COMPANY, LTD.**

and

CHINA MUTUAL STEAM NAVIGATION CO. LTD.

Consignees per Company's

Steamer "OANFA"

are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 17th April.

